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## American Railroad Journal.

New York Saturday, April 8, 1871.

### Lehigh Coal and Navigation Company.

A special meeting of the stockholders of this corporation was held in Philadelphia on the 28th ult., for the purpose of acting upon a proposed agreement for the lease of the Lehigh and Susquehanna Railroad and its branches to the Central Railroad Company of New Jersey, and also upon a supplement to the charter to enable the Company to consolidate their loans, borrow money, and secure the same by mortgage. The provisions of the lease are as follows:

First.—The Central Railroad Company will pay as rent one-third of the gross receipts derived from all the business of the road.

Second.—They will purchase all the equipments of the Lehigh and Susquehanna road, and pay therefor by assuming the payment of about \$2,300,000 of the \$5,000,000 gold loan, at or before maturity, and will pay the interest thereon until the bonds are surrendered for cancellation. The Central Railroad also agree to assume all liabilities under the two car trust organizations, and to purchase all materials on hand and shop tools and machinery.

Third.—They will maintain and perpetuate the railroad at their own cost, but the loss by freshets

when exceeding \$5,000 at any one time, to be paid by the Lehigh and Susquehanna Company.

Fourth.—They will provide at their own cost all of the rolling stock and machinery necessary for all the business of the company.

Fifth.—They covenant to protect the interests of the Lehigh and Susquehanna Company in case of a merger, or close alliance of any kind between them and the Lehigh Valley Railroad Company.

Sixth.—They will furnish all cars required for the transportation of the coal from the Lehigh mines.

Seventh.—They will provide all cars that may be required for the transportation of coal to the canal from collieries on the line of the Lehigh and Susquehanna road, or roads connecting therewith.

Eighth.—They covenant to pro-rate all transportation charges on traffic interchanged between the Lehigh and Susquehanna road and other roads controlled by them.

Ninth.—All the coal from the Lehigh lands of the Lehigh Coal and Transportation Company is pledged to the leased road and to the canal of that company, and to the Central Railroad of New Jersey; and also three-fourths of the coal from the Wyoming lands, where not pledged by existing contracts to other lines.

Tenth.—The Central Railroad of New Jersey have the option for three years of leasing the Lehigh Canal, at a net annual rent of \$300,000.

Eleventh.—All necessary further sidings, double track, stations, shops or other buildings, to be made with the consent and at the expense of the Lehigh and Susquehanna Railroad Company. The money to be advanced by the Central Railroad of New Jersey, and at a rate of interest not to be less than 7 per cent. The Lehigh and Susquehanna Company to have the right to repay the advance at any time.

Twelfth.—All differences between the two companies to be arbitrated.

The advantages expected to be derived from this arrangement are: First. The entire relief of the Lehigh Company from any demands for further equipment or for money for the extension of the road and branches, until the same can be secured at reasonable rates. Second. The Lehigh Company secure the full influence of a powerful corporation, controlling the shortest and best line across New Jersey. Third. Many collateral advantages which cannot be secured by direct covenants, but must result from the efficient operation of the line and the alliance between the companies. Fourth. A moderate increase on the gross receipts of last year when the mines of the

Lehigh Company were idle for six months, the mines of the principal transporters not fully opened, rates low and business dull, will give sufficient revenue to pay all interest besides that provided for by miscellaneous receipts other than those from the canals of the Lehigh Company and from the mining of coal. The confirmation of this lease by the stockholders will leave the company as during the period of its greatest prosperity, a "Coal and Navigation Company."

The act of the Legislature submitted gives to the Company authority to borrow money at a rate not exceeding 7 per cent. per annum and to secure the same by mortgage. The consolidation and funding of all debts having been accomplished, it is supposed that the future prosperity of the Company will be well assured by directing all their energies to the development of its other interests and chiefly to its coal estates, containing nearly six hundred millions tons of Anthracite Coal, all located on the line of the road and its branches now leased to the New Jersey Central Railroad Company.

The act of the Legislature was accepted by a *viva voce* vote, after which Mr. Borie offered a resolution ratifying the proposed lease.

A recess was then taken, in order to take a stock vote on the resolution.

Upon re-assembling, it was announced by the tellers that 93,184 votes had been polled, all of which were in favor of the approval of the lease.

### Hempfield Railroad.

The Hempfield Railroad, running from Wheeling, West Virginia, to Greensburg, Pennsylvania, including the equipments, was sold on the 30th ult., under authority of the Supreme Court of Pennsylvania, and purchased by John King, Vice President of the Baltimore and Ohio Railroad Company, for \$131,000. The *Wheeling Register* says:

Though not unexpected, our citizens will be glad to receive this news. It gives promise of renewed life and vigor to the Hempfield and additional trade to the city. This will make a link in the new through line from East to West via the Pittsburgh and Connellsville Railroad. Now let our citizens offer liberal inducements to the Baltimore and Ohio Railroad for them to establish their shops here, and the transfer of the Hemp-

field to the Baltimore and Ohio Road will be one of the greatest things that ever happened Wheeling.

#### New York and Oswego Midland Railroad.

The annual meeting of the commissioners and stockholders of the New York and Oswego Midland Railroad was held in Oswego on the 28th ult. The annual report was read by Mr. Littlejohn. It gives a very full and satisfactory presentation of the progress of the work, its financial matters, the successful operation of 225 miles of road, and favorable prospects of its early completion to New York; the procuring of dock frontage at Jersey City, rapid progress of the tunnel, completion of shops, depots, &c., procurement of iron, &c. The election of directors then took place, and resulted in the choice of the following gentlemen: Dewitt C. Littlejohn, Cheney Ames, Oswego; William Foster, Constantia; Dewitt C. Stephens, Oneida; J. Warren Merchant, De Ruyter; E. T. Hayes, Norwich; John R. Clark, Oxford; Henry E. Bartlett, Walton, Delaware county; A. C. Edgerton, Delhi; Edward Phaler, Fallsburg; Henry R. Low, Elisha P. Wheeler, Middletown. The amount of stock represented and voted on was \$5,123,400. The Oswego *Palladium* says that under the arrangement with the Delaware and Hudson Canal Company, they have arranged to market over the Midland during the coming year 300,000 tons of coal, and if this is done, the road will pay seven per cent. from Sidney Plains to Oswego.

#### Chicago and Alton Railroad.

The earnings of this road for the years ending December 31, 1869 and 1870, were as follows:

	1869.	1870.
From passengers ..	\$1,391,597 43	\$1,292,184 98
" freight .....	3,066,143 73	3,312,067 73
" express .....	109,324 43	92,827 18
" U. S. mail .....	51,542 48	55,529 63
" miscellaneous ..	62,954 74	96,795 42
	\$4,681,562 81	\$4,849,404 89

#### Expenses, viz:

Conducting transp....	\$574,533 22	\$630,977 08
Motive power .....	767,186 99	763,156 04
Maintenance of way..	816,723 78	862,539 70
" cars .....	302,274 26	258,808 89
Taxes .....	119,639 21	161,697 46
General expenses .....	96,235 58	108,926 68

\$2,676,593 04 \$2,786,105 85

Net earnings .....	\$2,004,969 77	\$2,063,299 04
Add balance to credit of income account, December 31, 1869 .....		51,420 75

Total to be accounted for .....

#### Disbursed as follows:

Payments to first mortgage sinking fund .....	\$48,000 00
Dividend March, 1870, 5 per cent., and U. S. tax .....	398,205 26
Dividend September, 1870, 5 per ct. ....	473,350 00
Interest on income bonds .....	76,090 00
Interest on sinking fund bonds .....	24,080 00
Interest on 1st mortgage bonds .....	166,810 00
U. S. tax on sinking fund payments .....	1,200 00
Rent paid Joliet & Chicago R.R. Co .....	159,049 89
Rent paid St. Louis, Jacksonville & Chicago R. R. Co. ....	240,000 00
Improvements in 1870, paid from earnings .....	226,141 73
Old fire losses, uncollectable .....	16,554 43
Surplus, December 31, 1870 .....	285,238 48

Total, as above .....

The capital stock and funded debt of the corporation at the close of the past and preceding years compared as follows:

Capital stock:	1869.	1870.
Common .....	\$5,145,000	\$8,925,500
Preferred .....	2,425,400	2,425,400
Totals .....	\$7,570,400	\$11,350,900
Bonded debt:		
Sinking fund bonds .....	\$356,000	\$308,000
First mortgage bonds .....	2,383,000	2,383,000
Income bonds .....	1,087,000	1,087,000
Totals .....	\$3,826,000	\$3,778,000

At the commencement of the year 1870 your Company was operating four hundred and thirty-one miles of railway, as follows:

	Miles.
Chicago to Joliet, under perpetual lease, executed January 1st, 1864 .....	38
Joliet to East St. Louis, owned by your Co. ....	242
Bloomington to Godfrey, St. Louis, Jacksonville and Chicago Railway, under perpetual lease, dated April 30, 1868 .....	151
Total .....	431

During the year your Company has acquired, by purchase and construction, eighty miles of railway, as follows:

	Miles.
Dwight to Wenona, by purchase at actual cost, March 15, 1870 .....	35
Wenona to Washington, by construction under the direction of the officers of your company, opened December 11th, 1870 .....	25
And a branch line from Varna to Lacon, opened December 18th, 1870 .....	10
Total .....	80

—Making total number of miles in operation, January 1st, 1871, 511 miles.

The cost to your company of the eighty miles of railway acquired as above stated, will not exceed the estimate of fifteen thousand dollars per mile made at the time the question of its acquisition was submitted to the stockholders for their approval. The present state of that account with the road in operation, but not in all respects fully completed, shows the cost to be \$1,108,747 26, or \$13,859 34 per mile.

It will be seen, from what has been stated, that only thirty-five miles were acquired in time to affect the receipts of your company for the year to any considerable degree, and by reason of the almost total failure of the crops in that section of the State in 1869, the traffic was very light.

The country traversed by the lines recently acquired is unsurpassed for fertility. It is all under cultivation, and a large traffic may be expected from the products of the soil. One of the best, most extensive and cheaply mined deposits of coal in the State is located upon this line, from which a traffic has already sprung up, amounting to an average—during the past nine months—of four thousand tons per month.

Your Directors are confident that the traffic will pay a liberal return upon the cost of the line.

The operation of the Jacksonville Division during the past year shows in direct returns from traffic, as well as in many other ways, the great advantage of controlling that line under the existing lease.

The operating expenses upon your lines for the year (exclusive of taxes) amount to 54.11 per cent. of gross receipts; including taxes, 57.4 per cent. In 1869 the operating expenses were 54.62 and 57.17 per cent. respectively.

The number of passengers carried during the year was 732,531, being an increase of only 978 over the preceding year; 94.3 per cent. of the number of passengers were local, only 5.7 passing the entire distance between Chicago and St. Louis. The average amount of fare paid by passengers (including through and local) was one dollar and sixty-two cents.

By reason of the general failure of crops, a decrease in the amount of freight traffic for the year was feared, but we are happy to report that

the general increase in industrial pursuits, and an increased amount of through traffic with points west of the Mississippi River, have enabled us to show an increase over that of the preceding year.

The aggregate tonnage of freight for the year is 2,522,064,297 lbs., an increase of 12½ per cent. over that of 1869.

The coal traffic of your line continues to increase. Commencing in 1865 with only 6,000 tons, it has increased to 266,096 tons in 1869, and 338,324 tons in 1870, showing an increase of 27 per cent. during the past year.

The receipts from express companies, carriage of mails, and from miscellaneous sources, amounts to \$245,152 23, an increase of \$21,330 58 over the corresponding receipts in 1869.

The condition of your property has been fully maintained, and in many respects improved. 4,760 tons of new and re-rolled rails, and 218,000 cross ties were used in repairs and renewal of track, and the cost charged in the account of operating expenses.

Experience has shown that economy requires the use of steel rails on portions of your line which are subjected to the heaviest traffic. We have nine miles of steel rail track now in use, to which it is expected that at least twenty miles will be added during the present year.

Nine new depot buildings at way stations, and a blacksmith shop, foundry, boiler house, and rolling mill for repairing rails, at Bloomington, have been completed during the year.

Six and one-third miles of new side tracks have been added during the past year.

The number of locomotives owned by your company is 108. That they have been kept in good condition for service is not only apparent upon inspection, but is attested by the fact that the average mileage of each engine during the year amounts to 27,469, making an aggregate of 2,966,664.

The cost of motive power per mile run may be stated as follows: Repairs, 6.76 cents; wages, 6.61 cents; fuel, 8.85 cents; oil and waste, 0.96 cents; and cleaning, etc., 1.25 cents; making a total of 24.43 cents.

The cost per mile run in 1869 was 28.94 cents, showing a reduction of 4.51 cents.

The traffic of the present year will require an additional number of engines, and measures have been taken to procure the delivery of fifteen at an early day.

The number and description of cars upon your line is as follows:

Pullman's Palace sleeping cars .....	8
Pullman's dining cars .....	5
Passenger coaches .....	47
Baggage, mail and express cars .....	21
Freight cars of all kinds .....	2,256
Tool and wrecking cars .....	5
Paymaster's car .....	1

Total .....

Of the number stated above, five passenger cars, one tool car, and two hundred and eighteen freight cars, have been constructed at the company's shops during the year.

The condition of your cars has been fully maintained.

In anticipation of an increased traffic, freight cars are now being constructed at your shops at the rate of fifteen cars per week.

While your board of directors fully appreciate the fact that the policy of your company in the future should be (as it has been in the past) to foster and encourage local traffic, we have also felt it to be our duty to ask permission in writing from the stockholders (as required by our charter) to make such contracts of lease or otherwise as should appear to the board to be expedient to secure a portion of the large and rapidly increasing traffic between Chicago, Missouri, Kansas, and the Southwest. This permission was asked by circular, dated December 15th, 1869, and its importance was so apparent that the approval of our stockholders was given almost unanimously.



Negotiations were immediately commenced with the St. Louis, Jacksonville and Chicago Railroad Company for permission to use the franchise of that company in the construction of a line from Roodhouse to Louisiana in the State of Missouri, a distance of 37 miles, and also with the Louisiana and Missouri River Railroad Company, of Missouri, for the completion and control of their lines in process of construction.

A contract has been concluded with the St. Louis, Jacksonville and Chicago Railroad Company, by which, in consideration of the fact that under the terms of the perpetual lease of that line as now operated by your company, provision is made for a certain increased rental (pro rata) when the gross receipts of that line shall exceed certain stipulated amounts, and the prospect that an increased traffic upon that line will result from the execution of our plans, they grant to your company the right to construct the line as above stated, and use the same in all respects as its own property. They also grant the subsequent use of their franchise as may be found necessary in operating the same.

They also agree to issue, for the use of your company in providing a construction fund, fifteen thousand dollars per mile of first mortgage bonds, and five thousand dollars per mile of second mortgage bonds—if the same shall be required—upon condition that your company shall assume the payment of interest and principal of all bonds so issued at their request. The work of building the road from Roodhouse to a point on the Mississippi River opposite Louisiana, in Missouri, is now in progress, and will be completed by July next.

A contract has also been concluded with the Louisiana and Missouri Railroad Company, by which that company agrees to complete its road bed, including bridges and cross ties, so as to have the same fully prepared for laying the rails from Louisiana to Mexico (a distance of 51 miles) by the 19th of May, 1871. That company also agrees to complete, in like manner, a line from Mexico to Jefferson City—the Capital of the State—a distance of 50 miles) by the 19th of May next.

It is further agreed that in a like manner a roadway shall be prepared from Mexico to Glasgow by the 19th day of May, 1872, and also from Glasgow to Kansas City, upon a location to be agreed upon (with the exception of constructing a bridge over the Missouri River) by the 19th day of May, 1873.

In all the undertakings on the part of that company, as before stated, including the cost of right of way and depot grounds, it is provided that payment shall be by them made from the proceeds of local subscriptions to their common stock—said subscriptions amounting to about eleven thousand dollars per mile for the entire distance.

It is further stipulated that first mortgage 7 per cent. bonds, at the rate of sixteen thousand dollars per mile shall be issued, and that fifteen thousand dollars per mile in said bonds, ten thousand dollars per mile in preferred stock, and five thousand dollars per mile in common stock, shall be placed in the hands of a trustee, and appropriated to the purchase of materials, the completion of the road, and procuring rolling stock. And that the sale of said bonds and shares of stock, and the completion of the railway and purchase of rolling stock, as aforesaid, shall be under the direction of the officers of your company.

Your company agrees, on its behalf, to construct a line to connect its present lines with Louisiana, and to take possession of and operate for one thousand years the line from Louisiana to Mexico, and such other extensions of that line as may be hereafter completed, as before stated, and that the amount of rent to be paid for the use of the same shall be yearly ascertained as follows: All taxes and assessments shall be first deducted from gross earnings, and 35 per cent. of the remainder shall be the amount to be paid as rent for that year, provided, that the amount paid shall in no year be less than \$1,370 per mile; and that your company shall assume the payment of coupons on the

mortgage bonds before referred to; and charge the amount of the same on account of rent.

A contract has also been made with the North Missouri Railroad Company, dated May 25th, 1870, by which it is mutually agreed to operate a through line for passengers and freight upon equitable terms, between Chicago and other points on the Chicago and Alton Road, and Kansas City and other points on the North Missouri and connecting roads, as soon as the connection is made at Mexico. Said contract to continue in force until the Louisiana and Missouri River Railroad shall have been completed to Kansas City—either party having the right to terminate it after the road shall have been completed to that point by giving three months' notice.

From Louisiana to Mexico the road bed and bridges are now nearly completed, and it is confidently expected that a through line will be in operation between Chicago and Kansas City, via Louisiana and Mexico, by the 1st day of July next. That line will be as short as the most direct line now operated between Chicago and Kansas City. When the proposed line is completed from Mexico to Kansas City, the distance will be less than by any other line.

Other connections will be secured in Missouri by building the lines heretofore designated, which will give to your company and those with which connection will be made, the advantages of a route from 80 to 100 miles shorter than any other built or projected between Chicago, Southern Kansas, the Indian Territory and Texas.

The country which will be traversed by the lines in Missouri will afford a large local traffic, and a large through traffic is confidently expected, especially in transportation of Lumber and Texas cattle.

#### GENERAL BALANCES, December 31, 1870.

Cost of road and equipment.....	\$13,716,233 11
Machinery and tools.....	165,690 03
L. H. Meyer and S. J. Tilden, trustees, bonds, etc. in their hands, per contra.....	37,813 39
Bonds held by trustees on renewal account.....	50,000 00
Chicago and Mississippi R. R. Co. bonds, etc. owned by this company.....	2,500 00
St. Louis, Jacksonville and Chicago R. R. Co. stock—cost.....	14,825 00
T. B. Blackstone, trustee, interest in stock depot.....	55,000 00
T. B. Blackstone, trustee, interest in palace cars.....	74,100 00
Joliet and Chicago R. R. Co. bonds—cost.....	111,807 65
Income bond scrip.....	1,039 50
Bloomington City bonds.....	34,000 00
Bloomington City orders.....	2,728 82
Western Division: cost of construction.....	1,235,359 26
Louisiana Branch: cost of construction.....	213,503 24
Louisiana & Missouri River R. R.: cost of construction.....	27,884 37
Trustees of first mortgage sinking fund, balance in their hands.....	511 79
Due from U. S. Post Office department.....	29,758 40
Due from U. S. for military transportation.....	2,501 59
Due from U. S. for tax refunded aliens.....	4,144 39
Due from other companies for mileage, track service, etc.....	26,966 37
Due from sundry persons and bills receivable.....	12,561 79
Due from stations.....	107,963 79
Supplies account.....	\$554,005 79
Less amount set apart for supplies.....	500,000 00
Cash on hand.....	314,209 90
	<b>\$16,294,608 18</b>

Capital stock preferred.....	\$2,425,400 00
Capital stock, common.....	8,925,500 00
	<b>\$11,350,900 00</b>

#### Funded debt—

First mortgage bonds...*	\$2,400,000
Income bonds.....†	1,100,000
Sinking fund bonds.....	308,000
	<b>3,808,000 00</b>
Sinking fund bonds, paid and cancelled.....	292,000 00
Common stock scrip outstanding..	72 00
Sundry bonds and stock unissued, per contra.....	37,813 39
Unclaimed dividends, past due six months.....	3,473 43
Unclaimed dividends (old).....	732 70
Unclaimed wages, including Dec. pay rolls.....	150,533 19
Balance due other companies for tickets sold, less balance due this company.....	16,446 62
Due for supplies purchased in December.....	265,214 60
Due sundry persons.....	30,337 14
Due St. Louis, Jacksonville and Chicago Railroad Co.—account of rental.....	53,846 63
Income account, surplus, Dec. 31, 1870.....	285,238 48
	<b>\$16,294,608 18</b>

\* 17,000 unissued.

† 13,000 unissued.

President.—T. B. BLACKSTONE.

Directors.—T. B. Blackstone, James G. Garner, John B. Drake—Term of service expires first Monday in April, 1871. Wm. F. Weld, John A. Stewart, Peyton R. Chandler—Term of service expires first Monday in April, 1872. John Crerar, Lorenzo Blackstone, John J. Mitchell—Term of service expires first Monday in April, 1873.

Secretary and Treasurer.—W. M. LARRABEE.

Gen'l Sup't.—J. C. McMULLIN.

#### Phoenixville Bridge Works.

We have received from CLARKE, REEVES & Co. a book of designs of Iron Bridges, Viaducts, etc., for Railroads, as built by them at Phoenixville, Pa. Their present facilities are equal to turning out one hundred feet of finished bridge for each working day in the year, and can be largely increased if necessary. Everything is done upon the premises, beginning with the manufacture of the iron from the ore, next rolling it into the shapes required, and finally applying the machine labor that completes the structure ready for erection. It is believed that all this is done by no other single company in this country. It results in a uniform excellence of quality of iron and workmanship, which cannot be got from bridge-builders who procure their iron from different makers. In their circular they say:

We are prepared to construct any style of wrought-iron bridge, and according to any specified dimensions and weights; at the same time, we would call the attention of engineers and railway men to that style of bridge which we have been building during the last three years, and that has stood the test of use with the marked approbation of those best able to judge.

What we claim as the peculiar advantages of our bridges, are as follows:

We use that style of truss (originally developed in wood by Pratt and in iron by Whipple) which experience has shown to be the best adapted for railway purposes, as there are more of them in use in this country than of any other kind.

So far as we have modified the connections and other details of construction, we have endeavored to be guided by the following principles:

Simplicity and uniformity of construction; least possible exposure of surface to corrosion; uniformity of strain on all parts alike; concentration of material along the lines of strain; and the use of the most suitable kind of material for the purposes required.

We build our short spans stronger than has been heretofore customary, providing for a variable load of two tons per foot. We do this, because there is generally no slackening of speed in crossing a short span, and the live load of the locomotive bears a much greater proportion to the dead weight of the structure in short than in long spans. At 250 feet span the live and dead loads are nearly equal, while on a 30 feet span the live load is more than four times the dead load. As the live load is accompanied with impact and vibration, and four-fifths of the strain comes from it, it is but prudent to take this into account.

In proportioning the different parts of our bridges, the strain per square inch is diminished; or, in other words, the strength of each part is increased in proportion to its nearness to its work. As the panel system is fully strained by the passage of each locomotive, it should have greater strength than the chord system, which can only get its maximum strain when the whole length of the bridge is covered with locomotives, which in practice seldom occurs on spans longer than 100 feet. The bolts which support the floor system being subject to accidental shocks, have given them the greatest strength of all. This is merely following out in practice the principle of "uniformity of strains." Inasmuch as the strength of an iron bridge (like that of an iron chain) is measured by the strength of its weakest part, it follows that the structure in which this principle is most accurately carried out will be the strongest, while the purchasers of the bridge will not be compelled to pay for useless iron, which diminishes instead of adding to its strength. On the other hand, if bridges are too light, they will show this defect by excessive vibration under a passing train. This fault, we believe, our bridges cannot be charged with. We always furnish diagrams of strains, giving the actual dimensions of each part, and the calculated strains.

For full particulars and book of designs, address CLARKE, REEVES & Co., 410 Walnut street, Philadelphia.

#### Baltimore and Potomac Railroad Tunnels.

The construction of the tunnel at Baltimore, connecting the Baltimore and Potomac railroad with the Northern Central railway, has been let to Thomas Ritter, of Philadelphia. This tunnel is the one that passes under the western part of the city, and is part of the main line to Washington. The tunnel on the Union railroad will be let to-day. This latter is the tunnel at Greenmount Cemetery, to connect with Canton, in the eastern part of the city, at tide water.

The western tunnel, the contract for building which was secured by Mr. Ritter, runs 7,400 feet under the city. This work will cost from one million to one and a quarter millions dollars when completed. The Union railroad tunnel extends some 3,400 feet under ground, with surface track also from the Belvidere bridge to Canton at tide-water. This will cost \$800,000 to \$1,000,000. The road, not over three miles in length, is to be used by five other roads, viz: The Northern Central, Baltimore and Potomac, Philadelphia, Wilmington and Baltimore, Western Maryland, and Baltimore and Ohio, to all of which it affords a transit through Baltimore and connection with the several works named. This cannot fail of being a very profitable enterprise. It is owned and paid for chiefly by the Canton Company, to whose wharves it extends. Certain privileges and restrictions exist in the charter, which secure its full use to all roads connecting therewith by paying the stipulated tolls. The work on both these tunnels will be commenced in a few days after both contracts are finally awarded, and vigorously carried forward to completion. The result

must prove vastly advantageous to all, and especially to the Canton Company. Quite a number of Philadelphia and Pennsylvania contractors were in the city last week bidding for these railroad tunnel contracts, and they underbid the Marylanders, thereby procuring the work, amounting altogether to over \$2,000,000.—*Baltimore Sun*, April 4.

#### Pork Packing in the West.

The Cincinnati *Price Current* publishes its annual statement of Pork Packing in the Western States, of which the following is a recapitulation:

	1869-'70.	1870-'71.
Ohio.....	525,325	762,169
Illinois.....	862,572	1,231,428
Indiana.....	282,054	424,614
Kentucky.....	202,000	288,970
Missouri.....	431,118	483,745
Iowa.....	139,487	183,012
Tennessee.....	11,330	41,270
Wisconsin.....	173,626	248,700
Minnesota.....	7,800	14,000
Totals.....	2,635,312	3,677,908
		2,635,312

Increase in number.....1,042,596

The average weight of hogs and the yield of leaf lard, by States, compare as follows:

	Average weight per hog.		Yield of lard per hog.	
	1870.	1871.	1870.	1871.
	lbs.	lbs.	lbs.	lbs.
Ohio.....	225 1-5	240 3/4	26 1/8	31 1-6
Indiana.....	232 1/4	239 1 5	23 1/8	29 1/8
Illinois.....	203 1/2	227 1/2	21 1/3	30 3/8
Kentucky.....	213 3/4	235	21 1/2	29 4-9
Missouri.....	190 1/4	226 1/4	25 1/4	30
Iowa.....	192	239 1-10	23	32 1/8
Wisconsin.....	200	228 1-5	19	31
Tennessee.....	..	216	..	25 3/8
Minnesota.....	..	242	..	..

The general average weight of hogs and yield of leaf lard, for the whole West, compare with the five previous seasons as follows:

Years.	Hogs, lbs.	Lard, lbs.
1866.....	231 3-10	31 1-7
1867.....	232 1-7	29 3/4
1868.....	201	21 3/4
1869.....	206 3/4	24 1/4
1870.....	205 3/4	23 7/8
1871.....	230 1-7	30 1-7

The comparative aggregate yield of meat and leaf lard in pounds is shown thus:

	Meat, lbs.	Leaf lard, lbs.
1869-'70.....	542,215,444	62,918,074
1870-'71.....	846,466,962	110,862,655

Increase.....304,251,518 47,944,581

Here is shown an increase of 56 1-9 per cent. in the yield of meat, and 76 1-5 per cent. in the yield of leaf lard, over the crop of the season of 1869-'70. By dividing the aggregate yield of meat this season with the average weight of hogs last season, it will be shown that the crop this season is equal to, say in round numbers, 4,109,000 hogs of last year's average.

The whole number of hogs packed in the West, for each of the last twenty seasons, is as follows:

Years.	No. of hogs.	Years.	No. of hogs.
1851-'52.....	1,182,846	1861-'62.....	2,893,666
1852-'53.....	2,201,110	1862-'63.....	4,069,520
1853-'54.....	2,534,770	1863-'64.....	3,261,105
1854-'55.....	2,124,404	1864-'65.....	2,422,779
1855-'56.....	2,489,502	1865-'66.....	1,785,955
1856-'57.....	1,818,468	1866-'67.....	2,490,791
1857-'58.....	2,210,778	1867-'68.....	2,781,084
1858-'59.....	2,465,552	1868-'69.....	2,499,873
1859-'60.....	2,350,822	1869-'70.....	2,635,312
1860-'61.....	2,155,702	1870-'71.....	3,677,908

#### Michigan State Debt.

The condition of the public debt of Michigan at the date of the Auditor of State's report, October 31, 1870 was as follows:

FOREIGN DEBT.	
Five per cent. certificates of State stock.....	\$249,219 99
Two and one half per cents.....	5,020 13
War loan bonds.....	179,000 00
Total.....	\$433,240 12

DOMESTIC DEBT.	
School Fund, non-negotiable bonds.....	\$3,551,816 15
Five per cent. certificates purchased, for which non-negotiable bonds has not been given.....	119,366 67
University bonds.....	63,585 00
Total.....	\$3,734,267 82

REDEMPTIONS DURING THE YEAR.	
Five per cent. certificates.....	\$1,086,135 67
Purchased by Sinking Fund.....	119,366 67
	\$1,205,502 34
Two and one-half per cents.....	4,820 00
Water loan bonds.....	25,000 00
Total.....	\$1,235,322 34

#### Northern Central Railway.

We gave in our issue of March 18th the Report of the President of this company for the year ending December 31, 1870, showing the receipts from operations of the road to have been \$4,088,624 58, the operating expenses \$2,816,661 74, and the net revenue \$1,271,962 84. From the Treasurer's statements, which have since been received, we learn that the receipts and expenses were apportioned as follows:

RECEIPTS.	
Main Line.....	\$2,898,623 68
Wrightsville Branch—six months..	29,335 81
Shamokin Division.....	273,564 74
Elmira Division.....	500,095 75
Chemung Division.....	89,139 81
Canandaigua Division.....	297,865 29
Total earnings.....	\$4,088,624 58
Bonds issued.....	620,000 00
Floating debt increased.....	13,501 99
Sinking funds decreased.....	45,000 00
Total.....	\$4,767,126 67

EXPENDITURES.	
Main Line.....	\$1,855,910 66
Wrightsville Branch—six months..	27,803 07
Shamokin Division.....	171,893 56
Elmira Division.....	409,876 44
Chemung Division.....	101,596 35
Canandaigua Division.....	249,581 66
Total operating expenses.....	\$2,816,661 74
Interest, discount and gold premium	605,598 49
Dividends on capital stock.....	299,994 00
Taxes on capital stock, dividends and surplus.....	27,427 57
Rent of Wrightsville, York and Gettysburg R. R.....	1,532 74
Rent of Shamokin Valley and Pottsville R. R.....	106,318 85
Rent of Elmira & Williamsport R.R.	165,315 00
Rent of Elmira, Jefferson and Canandaigua R. R.....	27,901 03
First mortgage bonds of York and Cumberland Railroad Co., due May 1, 1870.....	175,000 00
Construction.....	487,876 47
Real estate.....	26,185 58
Equipment.....	27,315 10
Total, as above.....	\$4,767,126 57

The financial condition of the company, December 31, 1870, was as follows:



ASSETS.	
Railway and appurtenances.....	\$9,960,612 49
Canton Extension.....	342,182 02
Real estate.....	777,853 59
Equipments.....	3,016,449 42

\$14,097,097 52

Cash.....	\$228,005 33
Passenger agents.....	5,751 21
Freight agents.....	128,798 56
Post Office Department.....	16,722 42
Individuals and corporations.....	769,659 69
Materials and supplies.....	280,382 41

1,429,319 62

\$15,526,417 14

LIABILITIES.	
Capital stock—100,000 shares.....	\$5,000,000 00
Third mortgage six per cent. coupon bonds of York and Cumberland R. R. Co., guaranteed by City of Baltimore, due January 1, 1877.....	\$500,000
Second mortgage six per cent. coupon bonds of Northern Central Railway Co., due July 1, 1885.....	2,500,000
Third mortgage six per cent. coupon bonds of Northern Central Railway Co., due April 1, 1900.....	1,223,000
	\$4,223,000

Deduct amount in sinking funds.....	721,500
	3,501,500 00

First mortgage six per cent. annuity of Northern Central Railway Co., due State of Maryland—irredeemable.....	1,500,000 00
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Consolidated mortgage six per cent. gold bonds of Northern Central Railway Co., due July 1, 1900—total (including \$3,501,500, as above,) \$6,000,000—issued:	
Dollar coupon bonds.....	\$1,986,000
Dollar registered bonds.....	33,000
	2,019,000 00

Income convertible seven per cent. coupon bonds of Northern Central Railway Co., due April 1, 1880.....	475,000 00
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Bills payable.....	\$1,047,391 08
Interest, &c., accrued.....	270,947 91
Interest on coupons.....	43,478 75
Pay rolls & vouchers.....	535,783 35

Foreign roads—passenger account.....	42,155 16
Foreign roads—freight account.....	23,519 84

Individuals and corporations.....	72,127 80
	2,035,403 89

	\$14,530,903 89
Profit and loss account.....	995,513 25

\$15,526,417 14

J. S. LEIB, Treasurer.

BALTIMORE, December 31, 1870.

The bill recently passed by the Virginia Legislature, provides for funding two-thirds of all the bonds, stocks and certificates, with the interest to July 1, 1871, except the five per cent. dollar bonds and the sterling bonds. Coupon registered bonds, payable in thirty-four years, with interest payable semi-annually, will be issued for this two-thirds, and certificates of indebtedness for the remaining one-third, payable when a settlement shall have been made with West Virginia.

#### New Orleans and Texas Railroad.

A few gentlemen, at the invitation of officers of the New Orleans, Mobile and Texas Railroad Company, on Thursday last proceeded up the newly laid track of this road on the western side of the Mississippi River, on a tour of inspection, starting from the river bank of the Zeringue plantation, at what is called "The Company Canal," opposite to the lower limits of the town of Carrollton. The locomotive "Chattanooga" was found to be in waiting at 8 o'clock A. M., and attached thereto was a platform-car, provided with benches sufficient for the party, which comprised H. Van Vleck, the very energetic and able Chief Engineer of the company; G. W. R. Bayley, Division Engineer in charge of the company's operations from the Mississippi River to the Texas line; Col. J. R. Kendrick, the company's Superintendent of Transportation at New Orleans; Charles H. Raynor, Superintendent of the Company, at Mobile; John H. Hsley, Jr., Land Agent of the company; Mr. Rogers, Mr. Sooville, and others. Proceeding up the line at a moderate speed, the road-bed and track was found in excellent condition, and elicited from the Chief Engineer and his guests, unqualified approval. Mr. Bayley, the veteran engineer, (so long connected with the Opelousas Railroad,) seemed to be pleased with the result of his labors as he listened to the high praise bestowed upon the work. Some parts of the track require to be made more solid but as a whole and for a new road, the work was pronounced to be of a first-class order. For several miles up towards St. Charles parish the Morgan or Opelousas Railroad track and that of the Chattanooga Company—we use here the title "Chattanooga" Company, because it is best known by the name—lie nearly side by side, and the steamboats as they pass up and down the river are plainly seen by those who are on the trains, which are almost within hail of the dwellings on the river plantations, passing as they do, through the centre of the fields. The terminus of the day's trip was reached about 12 o'clock noon, at a point 36 miles from New Orleans, near the line which separates the parishes of St. John the Baptist and St. James. Here was found the construction train and the track-layers engaged in laying down the cross ties and the rails immediately thereafter at the rate of half a mile per day. They are now only 20 miles from Donaldsonville, which place Mr. Bayley says they will reach by the first of May. Donaldsonville is just 57 miles from New Orleans by the line of the road, and 75 by the river. Beyond Donaldsonville the road is graded and ready for the cross-ties for the distance of perhaps twenty miles—say to Grand river.

After a minute inspection of the work and a pleasant interview with Messrs. Becnel, Roussel, and other planters of St. John the Baptist, the party returned to the city, delighted with their trip.

The crossing from New Orleans to the starting point on the other bank of the river (opposite the lower line of Carrollton) is to be accomplished by a large and powerful ferry boat similar to that now in use by Mr. Charles Morgan for the transportation of freight and passengers across the river to his depot at Algiers. The freight cars will be loaded on the levee, at the foot of Callopie street, and ferried to the other side. On both sides of the river an adjusting platform with moveable rails and a landing stage such as are now at the foot of St. Ann street for Mr. Morgan's cars, will be constructed in time for the opening of business. It is supposed that passenger trains will run from New Orleans to Donaldsonville and back, sometime in July or August next, perhaps sooner.

There have been about seventy-five proposals put in at Richmond, Va., for constructing the 108 miles of the Chesapeake and Ohio road west of the White Sulphur Springs. Bidders, however, will not know their fate until the 10th of April.

#### The Public Debt Statement.

The following is a recapitulation of the public debt statement March 31, 1871:

DEBT BEARING COIN INTEREST.	
Five per cent. bonds.....	\$214,567,300 00
Six per cent. bonds.....	1,699,776,950 00

Total.....	\$1,914,344,250 00
Accrued interest.....	40,469,826 91

DEBT BEARING INTEREST IN LAWFUL MONEY.	
Three per cent. certificates.....	\$38,815,000 00
Navy Pension fund 3 per cent.....	14,000,000 00
Certificates at 4 per cent.....	678,000 00

Total.....	\$53,493,000 00
Interest.....	877,900 85
Debt on which interest has ceased since maturity.....	\$3,162,502 26
Interest.....	514,942 39

DEBT BEARING NO INTEREST.	
Demand and legal tender notes.....	\$356,098,621 00
Fractional currency.....	40,340,444 63
Certificates of gold deposited.....	25,261,460 00

Total.....	\$421,700,525 63
Unclaimed Pacific R.R. Interest.....	13,695 01

Total amount outstanding.....	\$2,392,700,277 89
Total interest.....	41,376,365 16

Total debt, principal and interest, to date, including interest due and unpaid.....	\$2,434,076,643 05
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AMOUNT IN TREASURY.	
Coin.....	\$105,697,800 04
Currency.....	18,681,246 74

Total.....	\$121,379,046 78
Debt less amount in Treasury.....	\$2,309,697,596 27
Debt less amount in Treasury March 1, 1871.....	2,320,708,846 92

Decrease of debt during the past month.....	\$11,011,250 65
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Decrease of debt since March 1st, 1869.....	\$215,765,663 74
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Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:

	Amount outstanding.	Accrued interest, not yet paid.
Union Pacific.....	\$27,236,512	\$468,547 68
Kansas Pacific.....	6,303,000	94,545 00
Sioux City and Pacific.....	1,628,320	24,424 80
Central Pacific.....	25,881,000	388,215 00
Central Branch Union Pacific.....	1,600,000	24,000 00
Western Pacific.....	1,970,000	29,550 00

Totals.....	\$64,618,832	\$699,282 48
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Interest paid by United States.....	\$10,753,910 45
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Interest repaid by transportation of mails, etc.....	2,599,405 33
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Balance of interest paid by United States.....	8,154,505 12
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At the annual meeting of the Cary Improvement Company in Boston on the 3d inst., Simon Willard of Boston, Julius Hallgarten, O. D. Ashley and Thomas Hope of New York, A. P. Blake and Chas. A. White of Boston, and John Low of Chelsea, were elected directors. Since the last annual meeting, sales have been effected of lands of the company amounting to \$13,760 60, being for 69,928 feet at an average of about 19½ cents per foot. The assets of the company, April 1, 1871, amounted to \$65,369 18, and the liabilities to \$32,481 51—showing an excess of assets of \$31,087 67, not including 12,000,000 feet of land which the company own.

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna.*100	\$3,355,000			Hartford and New Haven.100	4,796,925	J. A. J. & O.	Apr. '71 3	Portl., Saco & Portsmouth.100	\$1,500,000	J. & D.	Dec. '70 3
American Central.100	800,000	J. & J.	Jul. '69 8	Hannibal and St. Joseph.100	4,151,700		Aug. '70 3	Providence & Worcester.100	2,000,000	J. & J.	Dec. '70 5
Atlanta and West Point.100	1,232,200	J. & J.	July '70 4	Do. go pref.100	5,078,224		Aug. '70 7	Raleigh and Gaston.100	2,000,000	J. & J.	Jul. '69 3
Atlantic & N. Carolina.100	5,545,225			Hanover Branch, Pa.50	116,850	M. & N.	Nov. '70 5	Rensselaer and Saratoga.100	6,000,000	A. & O.	Oct. '70 3
Atlantic & Gt. Western.50	25,879,923			Housatonic.100	820,000			Richmond and Danville.100	4,000,000		
Do. pref.50	1,919,000			Do. pref.100	1,180,000	J. & J.	Feb. '71 8	Richmond and Petersburg.100	847,100		
Atlantic & St. Lawrence.*100	2,494,900	M. & S.	Mar. '71 2	Huntingdon & B'd Top.50	615,950			Rich. Fred. and Potomac.100	1,041,800		
Augusta and Savannah.100	733,700	J. & J.	Jan. '70 3	Do. pref.50	212,350	J. & J.	Jan. '68 3	Rockport.100	88,400		
Baltimore and Ohio.100	13,151,962	A. & O.	Oct. '70 4	Illinois Central.100	25,280,240	J. & J.	Jan. '71 5	Rome, Watert. and Ognb.100	2,998,900	J. & J.	Dec. '70 4
Do. Washington Br.100	2,660,000	A. & O.	Oct. '70 5	Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4	Rutland preferred.100	1,831,400	F. & A.	Feb. '71 3
Baltimore City Passenger.100	670,000	F. & A.	Dec. '70 8	Jeffersonv. Mad. & Ind.100	2,000,000	J. & J.	Jan. '68 5	St. L., Alt. and T. Haute.100	2,300,000		
Bay de Noquet & Marq.100	1,250,000	A. & O.	Apr. '68 3	Joliet and Chicago.*100	1,500,000	J. A. J. & O.	Apr. '71 1	St. L., Jack'nv. and Chic'o.100	2,478,750	Annual.	June '70 7
Belvidere Delaware.100	995,800			Joliet & North. Indiana.*100	300,000	J. & J.	Jan. '71 4	Sandusky and Cincinnati.100	2,089,000		
Berkshire.100	600,000	J. A. J. & O.	Apr. '71 1	Lake Shore & Mich. So.100	35,000,000	F. & A.	Feb. '71 4	Do. pref.100	445,596	M. & N.	Nov. '70 3
Blossburg & Corning.*50	250,000	J. & D.	Dec. '70 2	Do. guar.100	533,500	F. & A.	Feb. '71 4	Sand, Mansf. and Newark.100	905,222		
Boston and Albany.100	10,150,800	J. & J.	Dec. '70 2	Lackawanna & Bloomb.50	1,335,000			Savannah and Charleston.100	1,000,000		
Boston and Chelsea.100	110,000	A. & O.	Apr. '71 4	Leeds and Farmington.*50		J. & J.	Jan. '70 2	Schuylkill and Susquehanna.50	1,269,150		
Boston, Concord & Mont.100	459,800			Lehigh and Mahanoy.50	2,158,556	J. & J.	Jan. '67 6	Second and Third St. (Ph.) 50	203,757	J. & J.	Jan. '71 4
Do. do. pref.100	1,340,400	M. & N.	Nov. '70 3	Lehigh and Susquehanna.50	8,739,800	M. & N.	M'y. '67 5	Schuylkill Valley.*50	676,050	J. & J.	Jan. '71 2
Boston and Lowell.500	2,215,000	J. & J.	Dec. '70 4	Lehigh Valley.50	17,716,400	J. A. J. & O.	Apr. '71 2	Seaboard and Roanoke.100	868,200	M. & N.	Nov. '70 4
Boston and Maine.100	4,471,275	J. & J.	Dec. '70 5	Lehigh Luzerne.50	344,650	J. & J.	Jan. '69 4	Second Avenue (N. Y.).100	670,000		
Boston and Providence.100	3,700,000	J. & J.	Dec. '70 5	Little Miami.*50	3,572,400	M. J. S. D.	Mar. '71 2	17th & 19th streets (Ph.).50	130,000		
Broadway (South Boston) 50	400,000	J. A. J. & O.	Apr. '71 2	Little Schuylkill.*50	2,046,100	J. & J.	Jan. '71 5	Shamokin V. and Pottav.*50	869,450	F. & A.	Feb. '71 3
Broadway & 7th Av. (N. Y.) 100	2,100,000	J. & D.	June '70 3	Lomb. and South St. (Ph.) 25	90,000			Shore Line.100	636,200	J. & J.	Dec. '70 5
Brooklyn City.100	1,000,000	F. M. A. N.	Feb. '71 3	Long Island.50	5,000,000	F. M. A. N.	Aug. '66 2	Sixth Avenue (N. Y.).100	750,000		
Brooklyn City & New'n.100	399,800			Louisv., Cin. and Lex.50	1,623,482	J. & J.	Jul. '69 3	Somerville.100	75,000	M. & N.	Nov. '70 3
Buffalo, Bradford & Pitts.100	1,100,000			Do. pref.100	848,700	J. & J.	Jul. '70 4	South Carolina.100	5,819,275		
Buff. New York & Erie.*100	960,000	M. & N.	Nov. '70 3	Louisville and Nashville.100	8,680,912	F. & A.	Feb. '71 4	South Shore.100	259,686		
Buffalo and Erie.100	5,000,000	F. & A.	Aug. '70 4	Louisv. N. Alb. & Chicago.100	2,000,000	J. & J.	Dec. '70 3	South Western, Georgia.*100	3,959,900	F. & A.	Feb. '71 4
Burlington and Mo. Riv.100	1,237,000	March.	Mar. '71 10	Lowell and Lawrence.100	200,000	A. & O.	Apr. '71 3	Staten Island.100	660,000	J. & J.	Feb. '71 4
Do. pref.100	383,000	March.	Mar. '71 10	Lowell Horse.100	55,330	J. & J.	Jan. '70 3	Stony Brook.100	267,300	M. & N.	May '70 3
Cambridge Horse (Boston) 100	727,800	A. & O.	Apr. '71 4	Macon and Western.100	2,500,000	J. & J.	Jan. '71 5	Staubenville and Indiana.100	1,983,141		
Camden and Amboy.100	5,847,800	F. & A.	Feb. '71 5	Mahogany & B'd Mount'n*50	1,676,915			Stockbridge & Pittsfield*100	448,700		
Camden and Atlantic.50	377,100			Maine Central.100	3,400,500			Summit Branch.100	250,000	F. & A.	Feb. '71 3
Do. pref.50	753,890			Manchester & Lawrence.100	1,000,000	M. & N.	Nov. '70 5	Syr., Bingham. and N. Y.100	1,314,130		
Camden & Burlington Co.100	331,000			Marietta & Cincinnati.50	2,029,778			Taunton Branch.100	400,000	J. & D.	Dec. '70 4
Cape Cod.50	915,577	J. & J.	D. '70 2	Do. 1st pref.50	813,079	M. & S.	Sep. '66 3	Tennessee and Alabama.100	695,922		
Cape May and Millville.*50	447,000	J. & D.	Dec. '70 3	Do. 2d pref.50	4,460,368	M. & S.	Sep. '66 3	Terre Haute and Indiana.50	1,085,150	J. & J.	Jan. '71 6
Catawissa.100	1,159,500			Massachusetts.100	400,000			Third Avenue (N. Y.).100	1,750,000		
Catawissa, pref.100	2,200,000	M. & N.	Nov. '70 3	Memphis and Charleston.100	5,312,725			Thirteenth and Fif. (Ph.) 50	2,700,000	J. & J.	Dec. '70 2
Cayuga & Susquehanna.*50	589,110	J. & J.	Jan. '71 4	Memphis and Ohio.100	670,000	J. & J.	Dec. '70 5	Tol., Peoria and Warsaw.100	1,700,000	January,	1870, 11 4
Cedar Rapids & Mo. pref.100	755,000	M. & N.	Nov. '70 3	Metropolitan (Boston).100	1,250,000	J. & J.	Dec. '70 5	Do. (K. D.) pref.100	1,700,000		
Central of Georgia.100	4,868,300	J. & J.	July '70 5	Michigan Central.100	13,225,848	J. & D.	Dec. '70 2	Do. (W. D.) pref.100	1,300,000		
Central of New Jersey.100	15,000,000	J. & J.	Dec. '70 4	Middleboro' and Taunton.100	149,029	A. & O.	Apr. '71 3	Tol., Wabash and West.100	14,700,000	M. & N.	May '70 3
Central Ohio.100	2,425,000	J. & D.	Dec. '70 3	Middlesex (Boston).100	400,000	J. & J.	Jan. '71 6	Troy and Boston.100	607,111	J. & D.	Dec. '70 3
Do. pref.100	400,000	J. & D.	Dec. '70 3	Mill Creek and Minehill.*50	323,376	F. & A.	Feb. '70 5	Troy and Greenbush.*100	274,400	M. & N.	Nov. '70 4
Gen. Park, N. & E. River.100	970,000			Millville and Glassboro'.100	405,020	J. & J.	Dec. '70 7	Union Transport'n (Bos.).100	200,000	J. & J.	Jan. '71 4
Ohemung.*100	380,000	J. A. J. & O.	Jan. '70 3	Milw. & St. Paul.100	11,422,664			Union (Phila.).100	291,475	J. & J.	Jan. '71 4
Ohesire, preferred.100	2,085,925	J. & J.	Dec. '70 3	Do. pref.100	10,424,903			Utica and Black River.100	1,606,000	J. & J.	July '70 3
Chicago and Alton.100	8,925,500	M. & S.	Mar. '71 5	M. Hill & Schuylk. Haven.50	3,856,450	J. & J.	Dec. '70 4	Vermont and Canada.*100	2,500,000	J. & D.	Dec. '70 4
Do. pref.100	2,425,400	M. & S.	Mar. '71 5	Mobile and Ohio.100	4,269,820	J. & J.	Dec. '70 4	Vermont Central.100	5,000,000		
Chicago, Burl. & Quincy.50	16,580,210	M. & S.	Mar. '71 5	Montgomery & W. Point.100	1,644,104	J. & D.	Dec. '67 4	Vermont and Massachusetts.100	2,860,000	J. & J.	July '70 0
Chicago, Iowa & Nebraska.100	1,000,000	M. & S.	Mar. '71 5	Morris and Essex.*50	11,900,950	J. & J.	Jan. '71 6	Vicksburg and Meridian.100	367,405		
Chicago and Milwaukee.*100	2,227,000	J. & D.	Dec. '70 5	Mt. Carbon & Pt. Carbon*50	282,330	M. & N.	Nov. '70 5	Virginia Central.100	3,355,679		
Chicago & N. Western.*100	14,676,629	J. & D.	Dec. '70 5	Nashua and Lowell.100	720,000	J. & J.	Jan. '71 6	Virginia and Tennessee.100	3,506,300		
Do. pref.100	17,370,293	J. & D.	Dec. '70 5	Nashville & Chattanooga.100	2,056,544	F. & A.	Dec. '70 5	Western Union.100	2,707,693		
Chicago, R. I. & Pacific.100	10,000,000	A. & O.	Apr. '71 4	Naugatuck.100	1,018,500	J. & J.	July '70 4	West Jersey.100	1,209,000	F. & A.	Dec. '70 5
Cin. Ham. & Dayton.100	3,500,000	A. & O.	Apr. '71 4	New Bedford & Taunton.100	600,000	J. & J.	Jan. '71 6	West Philadelphia.100	249,100	J. & J.	Dec. '70 5
Cincinnati City Passenger.100		J. & J.	Jan. '68 2	New Haven & N. London.100	738,538	F. & A.	Feb. '71 5	Wilm. and Weldon.100	1,463,775		
Do. Street.100		J. & J.	Jan. '68 2	N. Haven & Northampton.100	1,800,000	A. & O.	Apr. '71 4	Winchester and Potomac.100	1,647,650	J. & J.	Jan. '71 3
Cin. Sand. & Cleve. pref.50	428,648	M. & N.	Nov. '70 3	New Jersey.100	1,297,200	A. & O.	Apr. '71 4	Warren.100	1,400,555	J. & J.	Dec. '70 5
Citizens' Passenger (Phila.) 50	192,750	J. & J.	July '70 7	New London Northern.100	1,003,500			Worcester and Nashua.75	1,400,555		
Clev., Col., Cin. & Ind.100	11,620,000	F. & A.	Feb. '71 3	N. Y. Central & Hudson R.100	45,000,000						
Cleveland & Mahoning.*50	2,056,750	M. & N.	Nov. '70 3	Do. pref.100	44,428,330	A. & O.	Apr. '71 4				
Cleveland and Pittsburgh.50	7,494,588	F. M. A. N.	Feb. '71 2	Certificates.100	6,500,000	J. & J.	Dec. '70 4				
Cleveland and Toledo.*50	5,000,000	M. & S.	Mar. '71 5	New York and Harlem.100	1,600,000	J. & J.	Dec. '70 4				
Columbus and Xenia.*50	1,786,800	M. J. S. D.	Dec. '70 2	Do. pref.50	1,600,000	J. & J.	July '70 5				
Concord.100	1,500,000	M. & N.	Nov. '70 5	New York & New Haven.100	9,000,000	J. & J.	Dec. '70 4				
Concord & Ports., guar.100	350,000	J. & J.	Jan. '71 3	N. Y., Provid. & Boston.100	2,000,000	J. & J.	Dec. '70 4				
Conny Island & Crooklin Is.100	600,000			Ning. Bridge & Canandaigua.100	1,000,000	J. & J.	Jan. '71 8				
Connecticut River.100	2,084,200	F. & A.	Dec. '70 3	Norfolk & Petersburg guar.100	137,500	J. & J.	July '70 3				
Cumberland and Vt. R.100	1,700,000	J. & J.	Dec. '70 5	North Carolina.100	4,000,000	A. & J.	July '70 3				
Danbury and New'n.100	1,316,900	A. & O.	Oct. '70 4	Northern Central.50	5,000,000	M. & N.	Nov. '70 3				
Dayton and Michigan.*50	2,400,000	quarterly	Dec. '70 3	North Eastern (S. C.) pref.100	155,000						
Delaware.*50	1,107,291	J. & J.	Jan. '71 3	Northern of N. Hampsh.100	3,068,400	J. & D.	Dec. '70 4				
Del., Lackaw. & Western.50	16,277,500	J. & J.	Dec. '70 6	North Pennsylvania.50	2,150,150						
Des Moines Valley.100	1,320,200			Norwich & Worcester.100	2,364,400	J. & J.	Dec. '70 5				
Detroit & Milwaukee.100	452,350			Ogdensb. & L. Champ'n.100	3,051,800	J. & J.	Jan. '71 3				
Do. pref.100	2,095,000			Do. pref.100	2,000,000	A. & O.	Apr. '71 4				
D. Dock, E. B'dw. & Bat.100	1,200,000	F. M. A. N.	May '70 2	Ohio and Mississippi.100	19,995,847	J. & D.	Dec. '70 3				
Dubuque and Sioux City.*100	5,000,000	J. & J.	Dec. '70 3	Oil Creek & Allegheny R.50	4,259,450	J. A. J. & O.	Apr. '71 2				
Do. do. pref.100		J. & J.	Dec. '70 3	Old Colony & Newport.100	959,920	J. & J.	Dec. '70 3				
East Mahanoy.50	392,550	J. & J.	July '70 7	Orange and Newark.100	289,550						
Eastern (Mass.).100	4,062,000	J. & J.	Dec. '70 4	Oswego and Syracuse.50	482,400	F. & A.	Feb. '71 4				
Eastern (N. H.).100	492,500	J. & J.	Dec. '70 4	Pacific of Missouri.100	3,711,196						
East Pennsylvania.50	1,308,200			Panama.100	7,000,000	J. A. J. & O.	Jan. '71 3				
East Tenn., Va. and Ga.100	1,969,524	J. & J.	Jan. '71 3	Paterson and Ramapo.100	248,000	J. & J.	Dec. '70 4				
Eighth Avenue (N. Y.).100	1,000,000	J. A. J. & O.	Jan. '68 4	Paterson and Hudson Riv.100	630,000	M. & N.	Nov. '70 5				
Elm. Jeffers. & Canand.*100	500,000	F. & A.	Feb. '71 2	Pennsylvania.50	38,850,000	F. & A.	Feb. '71 4				
Elmira & Williamsport.*50	500,000	M. & N.	Nov. '70 2	Peoria & Bureau Valley.*100	1,200,000	J. & J.	Jan. '69 8				
Do. do. pref.50	500,000	J. & J.	Dec. '70 3	Peoria							



## RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867.....	38,169	51,831	60,029	61,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868.....	64,403	86,937	81,306	96,481	106,835	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,500,767
1869.....	212,604	212,982	391,308	485,048	568,270	556,080	532,657	511,854	609,788	679,642	635,306	467,659	5,670,882
1870.....	413,104	394,176	488,333	683,758	768,719	729,274	783,099	807,815	777,183	828,447	746,500	612,805	7,983,513
1871.....	536,498	481,085	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1863.....	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,766
1864.....	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865.....	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,253	357,956	307,919	236,824	3,840,092
1866.....	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,095,153
1867.....	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869.....	343,132	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506,623	468,212	397,515	340,851	4,681,563
1870.....	293,978	323,825	344,356	334,653	295,044	411,986	421,485	501,049	498,635	488,658	432,492	386,599	4,831,770
1871.....	343,550	340,801	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1863.....	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,511,544
1864.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	609,605	729,759	716,378	563,400	6,114,566
1865.....	482,164	499,296	468,358	585,623	656,230	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866.....	523,566	599,917	523,845	537,519	588,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867.....	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869.....	830,287	892,093	1,142,160	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,855,467
1870.....	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	.....	.....
1871.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1868.....	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	280,061	2,918,342
1869.....	204,112	180,840	259,522	247,661	241,456	269,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,966
1870.....	201,500	218,600	244,161	246,046	260,169	274,021	249,355	319,012	317,887	359,239	319,573	284,156	3,273,719
1871.....	270,148	266,789	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1862.....	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,536	372,593	359,403	3,445,827
1863.....	229,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	457,679	424,581	4,571,028
1864.....	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,591	657,141	603,402	6,329,447
1865.....	571,536	528,972	616,665	516,608	490,573	617,682	578,403	747,469	739,736	641,689	643,887	518,088	7,181,208
1866.....	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868.....	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869.....	669,138	524,683	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,606	814,413	696,677	8,823,482
1870.....	623,883	661,789	601,326	555,087	684,539	712,647	627,216	599,052	901,235	903,225	811,708	697,751	8,678,968
1871.....	639,541	565,416	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1866.....	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,962	123,802	1,201,239
1867.....	94,136	78,976	92,910	92,768	90,526	96,535	106,694	114,716	121,217	142,823	132,387	123,383	1,278,713
1868.....	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869.....	98,517	91,666	103,558	109,526	111,033	118,645	114,496	129,388	140,473	132,869	131,019	108,629	1,390,822
1870.....	109,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	163,531	144,023	141,376	1,418,869
1871.....	130,883	126,224	140,740	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1862.....	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,399	307,474	285,634	2,650,702
1863.....	245,858	236,432	238,495	236,453	206,221	193,325	215,449	308,168	375,488	399,794	30,186	3,168,065	3,168,065
1864.....	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865.....	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,370	328,870	4,520,550
1866.....	282,439	265,796	337,158	343,737	365,196	335,083	324,966	359,646	429,161	493,640	414,604	308,669	4,290,115
1867.....	304,095	288,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868.....	343,316	304,315	326,880	415,768	369,236	325,501	321,013	392,942	456,973	511,820	410,826	309,671	4,509,261
1869.....	354,120	320,686	386,527	411,814	403,646	366,623	329,950	353,569	473,546	499,772	448,419	374,542	4,744,164
1870.....	337,992	329,128	380,430	412,030	405,283	363,187	326,891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871.....	418,755	404,008	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1867.....	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,605
1868.....	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	5,717,646
1869.....	454,560	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,196	608,066	7,250,090
1870.....	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.....	396,700	327,431	400,150	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1869.....	119,721	94,927	136,273	149,184	139,000	150,416	160,149	155,586	231,692	235,513	248,839	203,595	2,024,800
1870.....	213,101	196,207	238,161	269,490	259,000	208,493	196,724	229,099	264,690	236,240	266,836	255,726	2,833,399
1871.....	188,385	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		

# AMERICAN RAILROAD JOURNAL.

## NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Rate.	Interest.	WHEN PAY- ABLE.	Market Price.		* Indicates that no interest is paid.	Amounts outstanding.	Rate.	Interest.	WHEN PAY ABLE.	Market Price.
			Payable.							Payable.		
National Securities April 1, 1871.												
Loan of June 14, 1868.....registered	\$6,035,000	5	Jan. & July.	1874	105½	Maryland—Eastern Shore R. R. Loan.....		20,131	5	J. A. J. & O.	1890	
.. .. coupon	13,965,000	5	" " "	1874	106½	.. — Defense Loan Bonds.....		3,051,398	5	" " "	1883	104
Loan of February 3, 1861.....registered	13,533,000	5	Jan. & July.	1880	115	.. — Southern Relief Bonds.....		100,000	6	" " "	1875	
.. .. coupon	4,582,000	5	" " "	1880	116½	Massachusetts—State Scrip.....		324,000	5	Jan. & July.	74-75	
Oregon War Bonds of March 2, 1861.....coupon	945,000	5	Jan. & July.	1881	110	.. ..		275,000	5	April & Oct.	73-74	
Loan of July 1, and Aug. 3, 1861.....registered	123,016,900	6	Jan. & July.	1881	115½	.. ..		320,000	5	May & Nov.	72-80	
.. .. coupon	66,302,200	6	" " "	1881	116½	.. ..		133,000	6	June & Dec.	72-77	
Loan of Feb. 25, 1862 (5-20s).....registered	109,046,750	6	May & Nov.	1882	112	.. — Union Fund Loan of 1861.....		3,000,000	6	Jan. & July.	71-76	
.. .. coupon	883,591,100	6	" " "	1882	112	.. .. of 1863.....		600,000	5	" " "	77-78	
Loan of March 3, 1863.....registered	62,931,700	6	Jan. & July.	1881	115½	.. — Coast Defense Loan.....		888,000	5	" " "	1883	
.. .. coupon	22,068,300	6	" " "	1881	116½	.. — Bounty Loan of 1863.....		200,000	5	" " "	1883	
Loan of March 3, 1864 (5-20s).....registered	3,089,600	6	May & Nov.	1884	109	.. .. of 1864.....		4,379,500	5	May & Nov.	1884	97
Loan of June 30, 1864 (5-20s).....registered	\$4,115,500	6	May & Nov.	1884	109	.. .. (stg.).....		4,000,744	6	" " "	1884	
.. .. coupon	46,481,500	6	" " "	1884	112	.. — War Loan (cur. 5-20 yr.).....		3,505,000	6	Mar. & Sept.	1886	
Loan of March 3, 1865 (5-20s).....registered	54,194,750	6	May & Nov.	1885	110	.. — Western R. R. Loan, (stg.).....		761,816	5	April & Oct.	1871	
.. .. coupon	126,316,350	6	" " "	1885	112	.. — T. & G. R. R. & Hoosac T. stg.....		3,506,580	5	" " "	91-98	
.. .. 2d series (5-20s).....registered	73,131,500	6	Jan. & July.	1885	111½	.. ..		966,500	5	" " "	1890	
.. .. 3d series (5-20s).....coupon	188,941,100	6	" " "	1885	111½	.. — Southern Vermont R. R.....		200,000	5	Jan. & July.	1871	
.. .. 4th series (5-20s).....coupon	247,558,250	6	Jan. & July.	1887	112	.. — Eastern R. R.....		50,000	5	" " "	1877	
.. .. 10-40s.....coupon	10,962,500	6	Jan. & July.	1887	111½	.. — Norwich & Worcester.....		400,000	6	" " "	1900	
Loan of March 3, 1864, (10-40s).....registered	136,998,250	5	Mar. & Sept.	1904	108½	.. — Bos. Hartf. & Erie (stg.).....		3,599,024	5	" " "	1878	
.. .. coupon	57,588,450	5	F. M. A. & N.	1881	108½	Michigan—Renewal Loan Bonds.....		160,000	6	" " "	73-83	
Consols of July 14, '70 & Jan. 20, '71.....registered	5	5	F. M. A. & N.	1881	108½	.. — Two Million Loan Bonds.....		1,621,000	6	May & Nov.	1890	
.. .. coupon	5	5	" " "	1881	108½	.. — War and Bounty Loan Bonds.....		478,000	7	Jan. & July.	1879	
Consols .. .. registered	5	5	F. M. A. & N.	1886	108½	.. — Sault St. Marie Canal Bonds.....		86,000	7	Jan. & July.	1879	
Consols .. .. coupon	5	5	F. M. A. & N.	1886	108½	Minnesota—State Building Loan Bonds.....		250,000	7	Jan. & July.	77-79	
Consols .. .. registered	5	5	F. M. A. & N.	1901	108½	.. — Sioux War Loan Bonds.....		100,000	7	May & Nov.	1872	
Dem. Cer. of Mar. 2, '67, and July 25, '68 (cur.)	38,815,000	3	" " "	1901	108½	Mississippi—State Bonds (for banks).....		2,275,000	7	" " "	1883	
Navy Pension Fund of July 23, 1863.....(cur.)	14,000,000	3	" " "	1901	108½	Missouri—State Bonds proper.....		435,000	6	Jan. & July.	1883	
Certificates of Indebtedness 1870.....(cur.)	678,000	3	" " "	1875	108½	.. — interest Bonds of 1863.....		2,727,000	6	" " "	74-90	92½
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	98-99	115½	.. — Railroad Loans.....		13,112,600	6	" " "	1876	79
U. S. Notes and Fractional Currency.....	396,439,065	mil.	" " "	98-99	115½	.. — South Pacific, guar.....		1,589,000	7	" " "	73-87	91½
State Securities, latest dates.												
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	108½	Nebraska—(No Debt).....		500,000	15	Jan. & July.	1872	
.. .. (extended).....	2,414,800	5	" " "	83-86	108½	Nevada—State Loan Bonds.....		800,210	6	" " "	71-78	
.. .. (sterling).....	688,000	5	June 1.	1870	108½	New Hampshire—War Loan of July 1, 1861.....		600,000	6	Mar. & Sept.	71-74	100½
.. .. ( " extended).....	82,500	6	Jan. & July.	1886	108½	.. .. of Oct. 1, 1864.....		1,000,000	6	April & Oct.	71-74	100½
.. .. ( " new).....	712,800	5	" " "	1886	108½	New Jersey—War Loan of 1861 (free).....		1,200,000	6	Jan. & July.	71-84	
Arkansas—State Bonds (refunded).....	1,316,700	5	Jan. & July.	1890	102	.. .. of 1863 (free).....		1,000,000	6	" " "	86-96	
.. .. (Aid R. R's).....	4,430,000	7	April & Oct.	1890	110	.. .. of 1864.....		500,400	6	" " "	97-02	
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	110	New York—Bounty Fund Stocks.....		1,478,000	7	" " "	1877	108
.. .. 1860.....	135,500	7	" " "	1883	108½	.. .. Bonds.....		21,089,000	6	J. A. J. & O.	pleas.	
.. — Relief Fund Bonds of 1863.....	424,500	7	" " "	1884	108½	.. — General Fund Stocks.....		1,910,82	6	" " "	1878	
.. — Bounty Fund Bonds of 1864.....	805,000	7	" " "	1885	108½	.. ..		800,000	6	" " "	pleas.	
.. — Central Pacific R. R. Loan of 1865.....	1,500,000	7	Jan. & July.	81-82	108½	.. — Canal Fund Stocks.....		2,257,900	6	J. A. J. & O.	1872	
Connecticut—War Bonds, of 1861, (10-20s).....	5,927,000	6	April & Oct.	1884	101½	.. ..		5,150,100	6	" " "	1873	
.. .. of 1863, (20s).....	867,500	6	Various.	1885	101½	.. ..		2,099,000	6	" " "	1874	
.. .. of 1864, (10-20s).....	300,000	6	Jan. & July.	1885	101½	.. ..		473,000	6	" " "	1875	
.. .. of 1865, (20s) free.....	200,000	6	" " "	1889	101½	.. ..		880,000	6	" " "	1877	
.. .. (various) registered	867,500	6	Various.	1885	101½	North Carolina—State Bonds for R. R. (old).....		1,106,420	6	Jan. & July.	71-91	40½
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1889	101½	.. .. (old).....		3,639,400	6	April & Oct.	92-98	24½
.. — Railroad Loans \$16,000 per mile.....	200,000	6	" " "	1889	101½	.. — State Bonds for R. R. (new).....		2,625,000	6	Jan. & July.	92-98	24½
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	71-74	82½	.. .. (new).....		1,759,000	6	April & Oct.	1899	
.. .. 1842 to 1845.....	273,000	7	Various.	72-74	90	.. — Funding & c. Bonds of '66-'68.....		2,800,400	6	Jan. & July.	1899	18½
.. — Atl. & Gulf R. R. 1858 to 1860.....	800,000	6	Feb. & Aug.	78-80	92	.. — Special Tax Bonds.....		1,821,400	6	April & Oct.	1899	18½
.. — Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	92	Ohio—State Loan (New York).....		1,284,317	6	Jan. & July.	1870	
Illinois—Interest Bonds of 1847.....	980,895	6	" " "	1877	92	.. ..		1,600,000	6	" " "	1875	
.. — Stock of 1867.....	134,311	6	" " "	1877	92	.. ..		4,095,399	6	" " "	1881	
.. — Refunded Stock Bonds.....	348,000	6	" " "	1879	92	.. ..		2,400,000	6	" " "	1886	
.. — Normal University Bonds.....	45,000	6	Mar. & Sept.	1879	92	.. — Union Loan (Columbus).....		366,975	6	May & Nov.	1871	
.. — Thornton Loan Bonds.....	103,000	6	Jan. & July.	1879	92	Oregon—Relief and Bounty Bonds.....		176,156	7	Jan. & July.	74-84	
.. — War Loan Bonds.....	416,800	5	" " "	1886	92	Pennsylvania—Redemption Loan of 1867.....		92,850	5	Feb. & Aug.	1872	103½
Indiana—State Bonds.....	204,000	5	May & Nov.	1888	92	.. ..		4,731,300	6	" " "	1872	103½
.. — War Loan Bonds.....	300,000	7	Jan. & July.	1881	92	.. ..		90,400	5	" " "	1877	105
Iowa—War and Defense Bonds of 1861.....	100,675	7	" " "	1881	92	.. ..		7,890,550	5	" " "	1882	105
Kansas—State Bonds.....	1,059,500	7	" " "	1889	92	.. ..		726,950	5	" " "	1882	108½
.. .. military.....	176,000	7	" " "	1889	92	.. ..		9,237,050	5	" " "	1882	106½
Kentucky—State Bonds of 1841-42.....	913,000	5	April & Oct.	71-72	92	.. — Inclined Plane Loan.....		400,000	6	April & Oct.	1879	104½
.. .. of 1843.....	160,000	5	" " "	1873	92	.. — Military Loan.....		2,769,250	6	Feb. & Aug.	1871	104½
.. .. military.....	309,300	6	Various.	1895	92	.. — State Stocks (old).....		384,000	5	Jan. & July.	1882	104½
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	92	.. .. (old).....		3,377,000	5	Feb. & Aug.	77-78	103½
.. — State Bonds, general.....	750,000	5	Jan. & July.	1893	68	.. .. (old).....		112,000	4½	Jan. & July.	1882	100½
.. — Railroad Bonds.....	561,000	5	Various.	70-79	68	Rhode Island—War Bonds of 1862.....		1,100,000	6	Mar. & Sept.	1893	
.. ..	2,062,000	5	Various.	93-06	68	.. .. of 1863.....		736,000	6	Jan. & July.	1883	
.. — Levee Bonds 1865.....	1,000,000	8	Various.	1886	68	.. .. of 1863.....		239,000	6	April & Oct.	1883	
.. .. 1867.....	4,000,000	8	May & Nov.	1907	68	.. .. of 1864.....		841,000	6	Feb. & Aug.	1870	
.. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	68	South Carolina—Fire Loan of Stock 1838.....		303,343	6	Jan. & July.	1868	
.. — Funded coupons 1866.....	997,300	6	Jan. & July.	96-88	68	.. .. bonds (stg.).....		484,445	5	" " "	74-78	
.. — Funded Floating Debt.....	3,000,000	6	May & Nov.	1910	68	.. — Blue Ridge R. R. bonds of '64.....		970,000	6	" " "	71-90	
.. — Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	68	.. — State Capitol bonds.....		1,997,738	6	" " "	87-97	
.. — Penitentiary Bonds of 1869.....	500,000	7	" " "	1909	68	.. — Funded Debt of 1866 & coup.....		1,431,700	6	J. A. J. & O.	1888	61½
.. — N. La. & Tex. R. R. Bonds of 1869.....	546,000	5	April & Oct.	1909	68	.. — Conversion Bonds of 1869.....		1,265,800	6	" " "	1888	
Maine—State Bonds.....	301,000	6	Various.	75-78	68	.. — Funding & Special Bonds '6						



AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Catawissa:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	\$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Albany and Susquehanna:							Cedar Falls and Minnesota:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	83
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	....	1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	"	1887	...
2d Mortgage for \$2,000,000.....	2,000,000	7	April & Oct.	"	1885	93	Cedar Rapids and Missouri River:						
3d Mortgage.....	175,000	7	May & Nov.	"	1889	....	1st Mortgage.....	7,600,000	7	April & Oct.	New York.	1916	85
Allegheny Valley:							Central Branch Union Pacific:						
General Mortgage.....	3,785,000	7.3	Jan. & July.	New York.	1896	91	1st Mort. (Atchison & Pike's P.)	1,000,000	6	May & Nov.	New York.	'95-'96	...
1st Mortgage Eastern Ex.....	59,000						2d Mortgage Govern'm't subsidy.	1,600,000	6	Jan. & July.	"	'95-'96	...
Bonds to State of Pennsylvania.	3,500,000						Central of Georgia:						
Androscooggin:							1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	98
1st Mortgage.....	425,000	6	April & Oct.	Portland.	1890	....	Central of New Jersey:						
Atlantic and Great Western:							2d Mortgage.....	394,000	7	May & Nov.	New York.	1875	...
1st Mortgage (New York).....		7	April & Oct.	London.	1879	....	New Loan for \$5,000,000.....	2,837,000	7	Feb. & Aug.	"	1890	101
1st Mortgage (Pennsylvania).....		7	"	"	1877	....	Central Ohio:						
1st Mortgage (Ohio).....	6,900,000	7	"	New York.	1876	....	1st Mortgage.....	2,400,600	6	March & Sept.	New York.	1890	85
1st Mortgage (Franklin Branch)		7	June & Dec.	London.	1882	....	Central Pacific of California:						
1st Mortgage (Buffalo Extension)		7	April & Oct.	"	1884	....	1st Mortgage (on 725 m.) free.....	26,010,000	6	Jan. & July.	New York.	1895	85
1st Mortgage (Silver Creek Br.)		7	March & Sept.	"	1884	....	2d Mortgage (paid by Cal.).....	1,500,000	7	"	"	1885	...
2d Mortgage (New York).....	3,000,000	7	April & Oct.	New York.	1881	....	Convertible bonds.....	1,500,000	7	"	"	1883	100
2d Mortgage (Pennsylvania).....		7	Jan. & July.	London.	1882	....	National Loan.....	25,851,600	6	"	"	1895	...
2d Mortgage (Ohio).....	20,000,000	7	April & Oct.	"	1883	....	Charlotte and South Carolina:						
2d Consolidated Mortgage.....	7,000,000	6	"	"	1895	....	1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	1880	...
Income Mortgage.....	8,701,806	7	"	"	18	....	Cheraw and Darlington.						
Atlantic and Gulf:							1st Mortgage.....	150,000	7	Jan. & July.	Charleston.	1870	...
1st Mortgage Consolidated.....	2,000,000			New York.	1898	....	Chesapeake and Ohio (Va. Cent.):						
Atlantic and St. Lawrence:							1st Mortgage for \$15,000,000.....		6	May & Nov.	New York.	1900	90
Portland City Loan (skg fund) ..	1,500,000	6	Various.	B. & N. Y.	'68-'70	....	Cheshire:						
2d Mortgage.....	1,614,500	6	April & Oct.	Portland.	1866	....	Company bonds.....	771,800	6	Jan. & July.	Boston.	'75-'80	93
2d Mortgage, sterling.....	885,500	6	"	London.	1866	....	Chester Valley:						
Sterling Loan.....	484,000	6	May & Nov.	"	1878	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	81
Baltimore and Ohio:							Chicago and Alton:						
Loan of 1865.....	863,250	6	Jan. & July.	Baltimore.	1875	95	1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	100
Loan of 1866.....	579,500	6	"	"	1880	94	Income bonds (2d Mortgage).....	2,383,000	7	Jan. & July.	"	1893	102
Loan of 1868.....	1,710,500	6	April & Oct.	"	1885	96	1,087,000	7	April & Oct.	"	1883	91	
Baltimore City Loan of 1865.....	5,000,000	6	Jan. & July.	"	1890	....	Chicago, Burlington and Quincy:						
Northwestern Va. R. R. 2d Mort.	458,500	6	"	"	1873	....	Trust Mortgage.....	2,876,000	8	Jan. & July.	New York.	1883	111
Northwestern Va. R. R. 3d Mort.	140,000	6	"	"	1885	....	Trust Mortgage, convertible.....	150,000	8	"	"	1883	...
Bay de Noquet and Marquette:							2d Mortgage.....	941,000	4	July.	Frankfort.	1890	...
1st Mortgage Income.....	250,000	8	April & Oct.	New York.	'70-'71	....	Company bonds.....	400,000	7	March & Sept.	New York.	1890	...
Bellefontaine:							Chicago, Cincinnati and Loulev.:						
1st Mortgage (B. and Ind. R.R.).....	651,000	7	Jan. & July.	New York.	'70-'90	....	1st Mortgage for \$1,000,000.....	400,000	7	Jan. & July.	New York.	1887	...
Bellefonte and Snow Shoe:							Chicago and Great Eastern:						
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1876	....	Construction.....	400,000	7	April & Oct.	New York.	1895	...
Belvidere Delaware:							Income.....	300,000	7	"	"	1895	41
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	....	Chicago, Danville and Vincennes:						
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	84	1st Mortgage S. F.....	2,500,000	7	April & Oct.	New York.	1909	95
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	82	Chicago, Iowa and Nebraska:						
Blue Ridge, S. Car.:							1st Mortgage.....	1,110,000	7	Jan. & July.	New York.	1881	96
1st Mortgage of \$2,500,000.....		7	Jan. & July.	Charleston.	1898	....	Chicago and Milwaukee, (48 m.)ls:						
Boston and Albany:							1st Mortgage (C. and N. W.).....	397,000	7	May & Nov.	New York.	1874	95
Sterling Loan.....	2,051,520	5	April & Oct.	London.	'60-'71	....	Chicago and Northwestern:						
Dollar Loan.....	798,000	6	"	Boston.	1875	....	Prof. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	98
Boston, Clinton and Fitchburg.							Funded Coupons.....	755,000	7	May & Nov.	"	1883	28
1st Mortgage.....	400,000	6	Jan. & July.	Boston.	1884	....	General 1st Mortgage.....	3,592,500	7	Feb. & Aug.	"	1885	95
Boston, Concord and Montreal:							1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	84
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94	1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	87
2d Mort. conv. (1st M. on 22 1/2 m.)	100,000	6	Jan. & July.	Boston.	1870	99	Equipment Bonds.....	101,000	7	April & Oct.	"	1874	...
2d Mort. conv. (1st M. on 22 1/2 m.)	250,000	7	"	New York.	1870	...	Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	"	1884	...
Sinking Fund Mortgage.....	496,000	6	"	Boston.	1889	80	Elgin and State L. purchase b'ds	138,000	6	"	"	1878	...
Boston, Hartford and Erie:							Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	"	1915	39
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	85	Equipment Bonds.....	825,000	10	May & Nov.	"	'68-'71	...
1st Mortgage (new) for \$20,000,000		7	Jan. & July.	"	1899	28	1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	"	1882	100
Boston and Lowell:							2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	"	1876	96
Convertible bonds.....	55,000	6	Jan. & July.	Boston.	1873	...	1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	"	1898	60
Scrip certificates.....	366,000	3	April & Oct.	"	1873	96	1st Mort. (Chi. & Mil. R. W. 85 m)	1,129,000	7	Jan. & July.	"	1898	...
Wharf purchase bonds.....	200,000	6	"	"	1879	98	1st Mortgage (Beloit & Mad. R.)	354,000	7	"	"	1888	...
Buffalo, Bradford and Pittsburg:							Chicago, Rock Island and Pacific:						
1st Mortgage.....	580,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	...
Buffalo, Corry and Pittsburg:							1st Mort. (C. R. I. and P. R. R.)	7,376,000	7	"	"	1896	100
1st Mortgage (B. C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18	....	Chillicothe and Brunswick:						
1st Mort. (Buff. & O.C. Cross-cut)	800,000	7	"	New York.	18	....	1st Mortgage.....	500,000	8	May & Nov.	New York.	1894	82
Buffalo and Erie:							Cincinnati, Dayton and Eastern:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	80	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	...
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	"	1873	...	Cincinnati, Hamilton and Dayton:						
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	"	1882	...	2d Mortgage (1st Mort. paid)....	1,250,000	7	May & Nov.	New York.	1890	80
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	"	1886	...	3d Mortgage.....	500,000	8	Jan. & July.	"	1885	...
Buffalo, New York and Erie:							New Mortgage.....	282,000	7	"	"	1877	...
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	88	Cincinnati and Indiana:						
2d Mortgage.....	380,000	7	May & Nov.	"	1872	83	1st Mortgage.....	2,500,000	7	June & Dec.	New York.	1892	73
Burlington, Cedar Rapids & Minn.:							2d Mortgage.....	2,000,000	7	Jan. & July.	"	'77-'81	80
1st Mortgage.....	600,000	8	Feb. & Aug.	New York.	1919	85	Cincinnati and Indianapolis Junc:						
Burlington and Missouri River:							1st Mortgage.....	1,300,000	7	Jan. & July.	New York.	1888	...
Land Grant Mortgage.....	4,690,608	7	April & Oct.	New York.	1893	91	2d Mortgage.....	800,000	7	March & Sept.	"	1893	...
1st Convertible bonds.....	600,000	7	Jan. & July.	"	1870	...	1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	"	1884	...
2d Convertible bonds.....	600,000	7	"	"	1875	...	Cincinnati and Martinsville:						
3d Convertible bonds.....	958,545	8	"	"	1894	104	1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	...
California Pacific:							Cincinnati, Richmond & Chicago:						
1st Mortgage, sinking fund.....	2,250,000	7	Jan. & July.	New York.	1889	....	1st Mortgage.....	560,000	7	Jan. & July.	New York.	1895	...
Camden and Amboy:							2d Mortgage						

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
<b>Clev., Painesv. &amp; Ash. (L. Shore):</b>							<b>Erie:</b>						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	94	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1897	98½
2d Mortgage.....	1,000,000	7	" " "	" " "	1880	93	2d Mortgage.....	4,000,000	7	March & Sept.	" " "	1879	92½
3d Mortgage.....	1,000,000	7	April & Oct.	" " "	1892	93	3d Mortgage.....	6,000,000	7	" " "	" " "	1883	90
<b>Cleveland &amp; Toledo (Lake Shore):</b>							4th Mortgage.....	4,441,000	7	April & Oct.	" " "	1880	83
1st Mort. (June R. R. 1st Div.)..	13,000	7	April & Oct.	New York.	1867	....	5th Mortgage.....	926,500	7	June & Dec.	" " "	1888	82½
1st Mort. (June R. R. 2d Div.)..	116,000	7	June & Dec.	" " "	1882	....	Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" " "	1891	....
1st Mortgage S. F. (Clev. & Tol.)..	2,015,000	7	Jan. & July.	" " "	1885	102	Sterling Loan £800,000.....	4,844,444	6*	March & Sept.	London.	1875	....
2d Mortgage (Clev. & Tol.)....	1,000,000	7	April & Oct.	" " "	1886	....	<b>Erie and Pittsburg:</b>						
<b>Columbia and Augusta:</b>							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	....
1st Mortgage for \$1,000,000.....	410,000	7	Jan. & July.	New York.	1888	....	2d Mortgage.....	700,000	7	April & Oct.	" " "	1875	....
<b>Columbus, Chicago &amp; Ind. Cent.:</b>							New Mortgage.....	859,000	7	Jan. & July.	" " "	1893	....
Consol. 1st Mortgage sfg fund.....	15,000,000	7	April & Oct.	New York.	1908	83½	<b>Evansville and Crawfordsville:</b>						
Consol. 2d Mortgage sfg fund.....	5,000,000	7	Feb. & Aug.	" " "	1909	87	1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1869	....
<b>Columbus and Indiana Central:</b>							1st Mortgage of 1854.....	740,000	7	May & Nov.	" " "	1869	....
2d Mortgage.....	821,000	7	May & Nov.	New York.	1886	....	Rockville Extension 1st Mort.....	150,000	7	Feb. & Aug.	" " "	1881	....
Income Bonds.....	1,243,000	7	" " "	" " "	1881	....	<b>Fall River, Warren &amp; Providence:</b>						
<b>Columbus and Hocking Valley:</b>							1st Mortgage.....	200,000	7	" " "	Providence.	18—	....
1st Mortgage.....	1,498,000	7	April & Oct.	New York.	1897	....	<b>Flemington:</b>						
<b>Columbus and Xenia:</b>							1st Mortgage guaranteed.....	100,000	6	" " "	Princeton.	18—	....
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890	....	<b>Flint and Pere Marquette:</b>						
<b>Connecticut and Passumpsic Riv.:</b>							1st Mortgage.....	1,620,500	7	" " "	New York.	18—	....
1st Mortgage sinking fund.....	500,000	6	June & Dec.	Boston.	1876	95	<b>Galena &amp; Chic. Union (C.N. &amp; W.):</b>						
Notes of '66 and '67, free.....	295,000	7	" " "	" " "	'76-'77	100	1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	97
<b>Connecticut River:</b>							2d Mortgage.....	1,985,000	7	May & Nov.	" " "	1875	95
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	100½	<b>Georgia:</b>						
<b>Connecting:</b>							Bonds.....	592,000	7	J. & J.	Augusta.	70-75	....
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	85½	<b>Grand Rapids and Indiana:</b>						
<b>Cumberland and Pennsylvania:</b>							1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	....
1st Mortgage for \$1,000,000.....	875,000	6	March & Sept.	New York.	1891	....	<b>Grand River Valley:</b>						
2d Mortgage sinking fund.....	799,000	6	May & Nov.	" " "	1885	....	1st Mortgage, guaranteed.....	1,000,000	7	Jan. & July.	New York.	1886	....
<b>Cumberland Valley:</b>							<b>Grand Trunk (Can.):</b>						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	1st Preference Bonds.....	12,573,651	5*	Jan. & July.	London.	18—	....
2d Mortgage.....	109,500	8	" " "	" " "	1904	....	2d Preference Bonds.....	7,355,988	5*	" " "	" " "	18—	....
<b>Danbury and Norwalk:</b>							3d Preference Stock.....	7,414,094	4*	" " "	" " "	18—	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	100	4th Preference Stock.....	25,592,860	4*	" " "	" " "	18—	....
<b>Danv., Urbana, Blooming. &amp; Pekin:</b>							<b>Equipment Bonds.....</b>	2,433,333	6*	April & Oct.	" " "	18—	....
1st Mortgage sinking fund.....	2,000,000	7	Jan. & July.	New York.	1908	....	Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" " "	18—	....
<b>Dayton and Michigan:</b>							<b>Great Western of Canada:</b>						
1st Mortgage sinking fund.....	2,802,000	7	Jan. & July.	New York.	1881	....	Government Loan £573,688.....	2,782,387	6*	" " "	Ottawa.	....	....
2d Mortgage.....	642,000	7	March & Sept.	" " "	1884	....	Mortgage Bonds £615,200.....	2,983,720	6*	" " "	London.	73-76	....
3d Mortgage.....	700,000	7	April & Oct.	" " "	1888	....	Mortgage Bonds £547,000.....	2,652,950	5½*	" " "	" " "	77-78	....
<b>Dayton and Union:</b>							Stock Debentures £46,700.....	226,500	5*	" " "	" " "	irred.	....
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	....	<b>Great Western of Illinois:</b>						
2d Mortgage.....	135,000	7	June & Dec.	" " "	1879	....	1st Mortgage (W. Div.).....	707,000	10	April & Oct.	New York.	1868	105
Income Bonds.....	252,445	6	" " "	" " "	1879	....	1st Mortgage (E. Div.).....	22,000	7	Feb. & Aug.	" " "	1888	....
<b>Dayton and Western:</b>							1st Mortgage (General).....	2,500,000	7	" " "	" " "	1888	99½
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882	....	2d Mortgage.....	2,500,000	7	May & Nov.	" " "	1893	84
2d Mortgage.....	463,000	6	Jan. & July.	" " "	1905	....	<b>Greenville and Columbia:</b>						
<b>Delaware:</b>							1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1886	....
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....	<b>Hannibal and St. Joseph:</b>						
Guaranteed Bonds.....	100,000	6	" " "	" " "	1875	....	Land Mortgage.....	1,450,000	7	April & Oct.	New York.	1881	....
State Loan.....	170,000	6	" " "	" " "	1876	....	Convertible bonds.....	50,000	7	Jan. & July.	" " "	1883	....
Extension Mortgage.....	100,000	6	" " "	" " "	1880	....	Eight per cent. Loan.....	1,834,000	8	" " "	" " "	1874	....
<b>Delaware, Lackawann. &amp; Western:</b>							Ten per cent. Loan.....	904,000	10	" " "	" " "	1872	....
1st Mort. (L. & W.) for \$900,000..	564,000	7	Jan. & July.	New York.	1871	96	Mort bonds conv. tax free.....	1,200,000	8	" " "	" " "	1885	....
1st Mort. (East. Ext.) \$1,500,000..	1,111,000	7	April & Oct.	" " "	1875	99	1st Mort. (Quincy and Palmyra).....	500,000	8	" " "	" " "	18—	103
2d Mort. (General) for \$2,000,000..	1,033,000	7	March & Sept.	" " "	1881	94	1st Mort. (Kan. City & Cameron).....	1,200,000	10	" " "	" " "	1891	109
<b>Des Moines Valley:</b>							<b>Harrisburg and Lancaster:</b>						
1st Mortgage (on 184 miles).....	2,310,000	8	April & Oct.	New York.	1877	....	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	97
Income Bonds.....	462,000	7	Jan. & July.	" " "	1884	....	<b>Hartford and New Haven:</b>						
<b>Detroit and Milwaukee:</b>							1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	95
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	....	<b>Hartford, Providence and Fishkill:</b>						
2d Mortgage.....	1,000,000	8	" " "	" " "	1875	....	1st Mort. (R. Island 23.32 m.)....	481,000	7	Jan. & July.	Providence.	1876	....
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" " "	1875	....	1st Mort. (Connecticut 96.04 m.)...	1,574,500	7	" " "	Hartford.	1876	....
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" " "	1875	....	<b>Hempfield:</b>						
Bonds of June 30, 1866, (cond.).....	1,861,639	6	" " "	" " "	1886	....	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1872	....
<b>Detroit, Mon. &amp; Tol. (M.S. &amp; N.L.)</b>							<b>Housatonic:</b>						
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	94½	1st Mortgage.....	191,000	7	Jan. & July.	Bridgeport.	1877	....
<b>Detroit and Pontiac (Det. &amp; Mil.):</b>							2d Mortgage.....	100,000	7	" " "	" " "	1885	....
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1878	....	<b>Houston and Texas Central:</b>						
2d Mortgage.....	150,000	7	April & Oct.	" " "	1878	....	1st Mortgage (L.G.) sinking fund.....	2,800,000	7*	Jan. & July.	New York.	1891	....
3d Mortgage.....	250,000	8	Feb. & Aug.	" " "	1886	....	<b>Hudson River:</b>						
<b>Dubuque and Sioux City:</b>							2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	New York.	1885	102½
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	95	3d Mortgage.....	183,000	7	May & Nov.	" " "	1875	100
1st Mortgage (construction).....	600,000	7	" " "	" " "	1894	....	<b>Huntington and Broad Top Mt.:</b>						
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" " "	1888	....	1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	98½
<b>Dubuque Southwestern:</b>							2d Mortgage.....	367,500	7	Feb. & Aug.	" " "	1875	....
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895	....	Consol. Mortgage.....	887,045	7	April & Oct.	" " "	1895	27½
2d Mortgage, ordinary.....	450,000	7	" " "	" " "	1895	....	<b>Illinois Central:</b>						
<b>East Brandywine &amp; Waynesburg:</b>							Construction.....	3,187,500	7	April & Oct.	New York.	1875	....
1st Mortgage.....	140,000	7	Feb. & Aug.	Philadelphia.	1882	....	Construction.....	332,000	6	" " "	" " "	1875	104
<b>East Pennsylvania:</b>							Redemption.....	2,500,500	6	" " "	" " "	1890	....
1st Mortgage, Sinking Fund.....	508,900	7	April & Oct.	Philadelphia.	1888	....	Redemption, sterling.....	2,500,000	6*	" " "	London.	1875	....
<b>East Tennessee and Georgia:</b>							<b>Illinois and Southern Iowa:</b>						
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882	....	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	....
Tennessee Loan (1866).....	430,277	6	" " "	" " "	1898	....	<b>Indianapolis, Cin. and Lafayette:</b>						
Mortgage (old).....	940,000	6	" " "										



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Junction, Philadelphia:							Mobile and Montgomery:						
1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	80	1st Mortgage for \$2,500,000.....	\$.....	8*	May & Nov.	New York.	1900	95
Kentucky Central:							Mobile and Ohio:						
1st Mort. (Covington & Lexing.)	\$128,000	7	— & —	New York.	1873	....	1st Mortgage, Sterling.....	4,593,000	6*	May & Nov.	London.	1882	....
2d Mortgage (do.).....	794,000	7	— & —	" "	1883	....	1st Mortgage, Sterling.....	1,669,800	6	Jan. & July.	Mobile.	1882	77
3d Mortgage (do.).....	237,000	7	— & —	" "	1885	....	Tennessee Loans.....	388,900	8	May & Nov.	New York.	1891	....
Keokuk and St. Paul:							Income of '61, '62, '65 and '67....	556,421	8	"	Mobile.	1897	....
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½	Liquidation (10 year) bonds.....	697,900	8	"	New York.	1876	....
Knoxville and Charleston:							Interest bonds.....				Mobile.	1882	72
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	....	Montgomery and Eufala:						
Knoxville and Kentucky:							1st Mortgage, endorsed by Ala.....	129,000	8	March & Sept.	New York.	1898	....
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	....	Montgomery and West Point:						
Tenn. State Loan (new).....	900,000	6	"	"	1898	....	Income Bonds.....	100,000	8	Jan. & July.	New York.	1871	....
Lackawanna and Bloomsburg:							Income Bonds.....	306,900	8	"	"	1876	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Mortgage Bonds.....	719,500	8	"	"	1881	....
2d Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Morris and Essex:						
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1915	103
2d Mortgage (Extension).....	400,000	7	May & Nov.	"	1890	....	2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	96
Lake Erie and Louisville:							Nashville and Chattanooga:						
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Lawrence:							Tenn. State Loan.....	150,000	6	"	"	1892	....
1st Mortgage.....	360,000	7	"	Pittsburg.	1886	....	Tenn. Coupons Funded.....	426,270	6	"	"	1892	....
Lehigh and Lackawanna:							Nashville and Decatur:						
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	....	Tenn. State Loan.....	2,465,176	6	Jan. & July.	New York.	'90-'92	....
Lehigh Valley:							Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100	2d Mortgage.....	500,000	6	"	New York.	1887	....
New Mortgage, free of taxes.....	3,350,000	6	June & Dec.	"	1898	94½	Nashville and Northwestern:						
1st Mortgage (Hazleton).....	134,500	6	April & Oct.	"	1872	94½	Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	'88-'94	....
Little Miami:							2d Mortgage.....	792,050	6	"	"	'71-'83	....
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....	Naugatuck:						
Cincinnati Loan.....	100,000	6	"	Cincinnati.	1880	....	1st Mortgage, Convertible.....	166,000	7	Jan. & July.	Bridgeport.	1876	....
Little Rock and Fort Smith:							Newark and New York:						
1st Mortgage for \$3,500,000.....	6*			Boston	....		1st Mortgage.....	600,000	7	Jan. & July.	New York.	18—	....
Little Schuylkill:							Newburg & New York (Oct. 1, '68):						
1st Mortgage, sinking fund.....	807,500	7	April & Oct.	Philadelphia.	1877	100½	1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....
Long Island:							New Bedford and Taunton:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....	1st Mortgage.....	174,900	6	Jan. & July.	Boston.	1881	....
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	"	1890	....	New Brunswick and Canada:						
Glen Cove Branch.....	150,000	6	May & Nov.	"	1893	....	1st Mortgage, Sterling \$220,000..	1,100,000	6*	May & Nov.	London.	1897	....
Louisville, Cincln. and Lexington:							Newcastle and Beaver Valley:						
1st Mortgage for \$3,000,000.....	2,028,000	7	Jan. & July.	New York.	1897	85½	1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage.....	1,000,000	8	April & Oct.	"	1897	85	2d Mortgage for \$100,000.....	29,500	7	March & Sept.	"	1877	....
Louisville and Frankfort:							New Haven and Darby:						
1st Mortgage.....	88,000	6	Jan. & July.	New York.	'70-'78	....	1st Mortgage.....	300,000	7	May & Nov.	New York.	1888	....
Louisville Loan.....	100,000	6	"	"	1881	....	New Haven and Northampton:						
Louisville and Nashville:							1st Mortgage.....	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mortgage, Main Stem.....	1,424,000	7	Jan. & July.	New York.	'09-'77	95	1st Mort. (Hamp. & Hampd.)..	200,000	6	April & Oct.	"	1874	....
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	"	'70-'75	96	New Jersey:						
1st Mortgage, Bardonia Branch	27,500	7	Jan. & July.	"	1870	....	Company Bonds (var. issues)...	850,000	6	Feb. & Aug.	New York.	'75-'87	98
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	"	'80-'85	92	New London Northern:						
Louisville Loan, Main Stem.....	849,000	6	April & Oct.	"	'86-'87	....	1st Mortgage.....	60,000	7	Jun. & Dec.	New London.	1875	....
Louisville Loan, Lebanon Br....	225,000	6	May & Nov.	"	1886	....	1st Mortgage, Extension.....	370,000	7	March & Sept.	"	1885	....
Louisville Loan, Leb. Br. Ext....	333,000	6	April & Oct.	"	1893	....	New Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
Consolid. 1st mort. for \$3,000,000	2,000,000	7	"	"	1898	89½	N. Orleans, Jackson & Gt. North..						
Louisville, N. Albany & Chicago:							1st Mortgage for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1886	....
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....	2d Mortgage for \$1,500,000.....	1,157,000	8	April & Oct.	"	1890	....
Macon and Brunswick:							N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. endorsed by Georgia..	140,000	7	Jan. & July.	New York.	1881	....	1st Mort. construction (80 m.)..	1,842,000	8	April & Oct.	New York.	1889	....
Mahanoy and Broad Mountain:							2d Mort. (F.) for \$1,000,000 (80 m.)		8	Jan. & July.	"	1887	....
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	New York Central:						
Maine Central:							Premium, Sinking Fund Bonds.	5,936,626	6	May & Nov.	New York.	1883	92
\$1,100,000 Loan.....	1,095,000	6*	Feb. & Aug.	Boston.	'90-'91	90	Funding, Sinking Fund Bonds..	1,514,000	7	Feb. & Aug.	"	1876	101½
\$400,000 Loan.....	307,700	6	June & Dec.	"	'70-'71	....	Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	"	1883	....
Bangor City Loan.....	621,000	6	April & Oct.	"	1874	....	Bonds for railroad stocks.....	592,000	6	"	"	1883	89
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....	Bonds for real estate.....	162,000	6	"	"	1883	86
Marietta and Cincinnati:							Bonds and mortgages.....	22,800	7	various.	"	var.	....
1st Mortgage.....	2,454,342	7	Feb. & Aug.	Baltimore.	1891	92½	Convertible bonds.....	195,000	7	Feb. & Aug.	"	1876	....
1st Mortgage, Sterling.....	1,050,000	7*	"	London.	1891	....	Renewal bonds of 1888.....	2,900,000	6	June & Dec.	"	1887	92
2d Mortgage.....	2,500,000	7	May & Nov.	Baltimore.	1896	84	New York and Flushing:						
Scioto and Hooking Valley.....	300,000	7	"	"	1896	....	1st Mortgage.....	125,000	7	— & —	New York.	18—	....
Memphis and Charleston:							New York and Harlem:						
Tenn. State Loan.....	1,817,937	6	Jan. & July.	New York.	1890	....	1st Mortgage of 1863.....	3,000,000	7	May & Nov.	New York.	1873	104
1st Mortgage, Convertible.....	1,797,000	7	May & Nov.	"	1880	....	Consolidated mortgage of 1863..	1,797,000	7	Feb. & Aug.	"	1893	88½
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....	New York and New Haven:						
Memphis and Little Rock:							1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	101
Tenn. State, endorsements.....	445,000	6	Jan. & July.	New York.	1890	....	New York, Providence & Boston:						
Mortgage (road and land).....	1,300,000	8	May & Nov.	"	1890	....	1st Mortgage.....	250,000	6	Feb. & Aug.	New York.	'73-'78	98
Ark. State Loan.....	900,000	7	Jan. & July.	"	1897	....	Extension Bonds.....	250,000	6	May & Nov.	"	1883	....
Michigan Central:							Norfolk and Petersburg:						
1st Mortgage, sterling.....	487,480	6*	Jan. & July.	London.	1872	....	1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage, dollars, convertible	4,000	8	March & Sept.	New York.	1869	....	1st Mortgage.....	308,000	8	"	"	1877	....
1st Mortgage, dollars, convertible	567,000	8	April & Oct.	"	1882	....	2d Mortgage for \$300,000.....	43,000	8	"	Norfolk.	1872	....
Consol. Sinking Fund Mortgage	2,591,500	8	"	"	1882	118½	North Eastern:						
Michigan Southern & North. Ind.:							1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1869	....
1st Mortgage, Sinking Fund.....	6,728,000	7	May & Nov.	New York.	1885	102	2d Mortgage for \$300,000.....	145,000	7	"	"	1868	....
2d Mortgage.....	2,693,000	7	"	"	1877	99	North Missouri:						
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	"	1876	94½	1st Mortgage of 1865.....	6,000,000	7	Jan. & July.	New York.	1895	84
Mifflin and Centre County:							2d Mortgage of 1868.....	4,000,000	7	April & Oct.	"	1888	68
1st Mortgage.....	172,500	6	April & Oct.	Philadelphia.	1885	....	North Pennsylvania:						
Milwaukee & Chicago, (40 miles):							1st Mortgage.....	2,500,000	6	Jan. & July.	Philadelphia.	1890	99½
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....	Chattel Mortgage.....	380,000	10	April & Oct.	"	1887	110
3d Mortgage, ( " ).....	10,500	7	June & Dec.	"	1898	....	2d Mortgage.....	275,500	7	May & Nov.	"	18—	96
Milwaukee and St. Paul:							North Shore, L. I.:						
1st Mortgage—\$70 miles.....	5,425,000	7	Jan. & July.	New York.	1893	94½	1st Mortgage.....	110,200	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	1,390,000	7	April & Oct.	"	1884	88	Northern Central:						
1st Mortgage (P. du C.).....	3,455,000	8	Feb. & Aug.	"	1898	105½	1st Mortgage, guaranteed.....	1,500,000	6	J. A. J. & O.	Baltimore.	1885	92½
2d Mortgage (P. du C.).....	736,000	7.3	"	"	1898	96	2d Mortgage, Sinking Fund.....	2,500,000	6	Jan. & July.	"	1900	87
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	"	1897	87	3d Mortgage, Sinking Fund.....	1,223,000	6	April & Oct.	"	1900	91½
Mississippi Central:							Consol. Mort. for \$8,000,000.....	2,019,000	6*	Jan. & July.	"	1900	91½
1st Mortgage.....	1,350,000	7	May & Nov.	New York.	1873	....	Northern New Hampshire:						
2d Mortgage.....	1,997,000	8	Feb. & Aug.	"	1876	....	Company Bonds of 1854.....	120,600	6	April & Oct.	Boston.	1874	92
Mississippi and Tennessee:							Northern New Jersey:						
1st Mortgage.....	600,000	7	April & Oct.	New York.	1876	....	1st Mortgage.....	400,000	7	Jan. & July.	New York.	18—	....
2d Mortgage for \$1,300,000.....	939,000	8	Jan. & July.	"	1890	....	North Western Virginia:						
Mobile and Girard:							2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	98½
1st Mortgage Bonds.....	\$417,500	7	Jan. & July.	New York.	1877	....	3d Mortgage (B. & O. R. R. Co.)	149,000	6	"	"	1886	91





## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Seaboard and Roanoke:							Vicksburg and Meridian:						
1st Mortgage.....	\$210,000	7	— & —	New York.	1880	....	Consolidated Mort.—1st class..	\$722,500	7	{ Apr. & Oct	Philadelphia.	1890	....
Selma and Meridian:							" " 2d class..	850,000	7	" " or	"	1890	....
1st Mortgage.....	79,873	....	— & —	— & —	....	....	" " 3d class..	154,000	7	" " Jan. & Jul.	"	1890	....
2d Mortgage.....	52,000	....	— & —	— & —	....	....	" " 4th class..	1,263,000	7	" " "	"	1890	....
3d Mortgage.....	665,000	....	— & —	— & —	....	....							
Selma, Rome and Dalton:							Virginia and Tennessee:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....	1st Mortgage.....	464,000	6	June & Dec.	New York.	1872	83
2d Mort. (Ala. and Tenn. River)	241,100	8	" " "	" " "	1884	....	2d Mortgage.....	23,500	6	" " "	"	1888	72½
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" " "	1887	....	3d Mortgage (Enlarged).....	990,000	6	" " "	"	1884	....
Shamokin Valley and Pottsville:							Income Bonds.....	138,500	6	" " "	"	1895	....
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	Funding Bonds (\$1,000,000).....	736,000	8	" " "	"	1890	83½
Shenoyboyan and Fond Lac:							Warren:						
1st Mortgage.....	264,000	7	Feb. & Aug.	New York.	1884	....	1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....
Sioux City and Pacific:							Warwick Valley:						
1st Mortgage.....	1,628,320	7	April & Oct.	New York.	1898	....	1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....
2d Mortgage (Gov. subsidy).....	1,628,320	6	Jan. & July.	" " "	1898	....	Western Alabama:						
Somerset and Kennebec:							1st Mortgage, guar.....	500,000	7	April & Oct.	New York.	1888	....
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874	....	West Wisconsin:						
2d Mortgage.....	250,000	6	" " "	" " "	1876	....	1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
Shore Line (N. H. & N. L.)							West Chester and Philadelphia:						
1st Mortgage, reconstruction ...	55,000	7	March & Sept.	New Haven.	1880	....	1st Mortgage, convertible .....	400,000	7	Jan. & July.	Philadelphia.	1873	97
South Carolina:							2d Mortgage, registered .....	1,000,000	8	April & Oct.	"	1878	....
Sterling Bonds \$452,912½.....	2,612,944	5*	Jan. & July.	London.	71-85	....	West Jersey:						
Sterling Bonds \$59,031½.....	262,366	5*	" " "	Charleston.	71-85	....	Loan of 1883 for \$400,000 .....	400,000	6	March & Sept.	Philadelphia.	1883	92
Domestic Bonds.....	418,016	6	" " "	" " "	73-74	....	Loan of 1896 for \$1,000,000 .....	983,500	6	Jan. & July.	"	1896	....
Domestic Bonds.....	563,500	7	April & Oct.	" " "	69-72	....	Consolidated mort. for \$1,000,000	317,500	7	April & Oct.	"	1890	100
Domestic Bonds.....	353,500	7	Jan. & July.	" " "	88-91	....	Western (Boston and Albany).						
South and North Alabama:							Sterling Loans, \$289,900.....	2,051,520	5*	April & Oct.	London.	68-71	....
1st Mort. (\$16,000 p.m.) endorsed	....	8	— & —	New York.	1889	....	Dollar Bonds.....	798,000	6	" " "	Boston.	1875	101
South Shore:							Western Maryland:						
1st Mortgage.....	150,000	....	April & Oct.	Boston.	1880	90	1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	93
South Side, Va.:							1st Mortgage unendorsed.....	400,000	6	" " "	"	1890	78
2d Mort. guar. by Petersburg ..	300,000	6	Jan. & July.	Petersburg.	70-75	....	2d Mort. for \$300,000, end. by B.	300,000	6	" " "	"	1890	92½
3d Mort. (for City Point R. R.)..	175,000	6	" " "	" " "	65-68	....	2d M. for \$300,000, end. by W.Co.	300,000	6	" " "	"	1890	51
4th Mortgage.....	317,000	6	" " "	" " "	70-72	....	New Preferred mortgage.....	600,000	6	" " "	"	....	....
Consol. Mortgage.....	....	8	" " "	New York.	84-90	....	Western Pacific:						
South Side, L. I.:							1st Mortgage.....	2,735,000	6*	May & Nov.	New York.	1899	....
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	89½	Government Lien.....	1,970,000	6	" " "	"	....	....
South Western:							Western Pennsylvania:						
1st Mortgage.....	699,500	8	various.	Macon.	75-88	....	1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.	1883	81½
South West Pacific:							Western Union:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	79	1st Mortgage for \$5,000,000 .....	4,000,000	7	Feb. & Aug.	New York.	1896	....
Southern Minnesota:							Whitehall and Plattsburg:						
1st Mort. (10-20 yrs) \$20,000 p.m.	....	8	Jan. & July.	New York.	1888	....	1st Mortgage.....	250,000	7	Jan. & July.	New York.	1873	....
Springfield and Columbus:							Wicomico and Pocomoke:						
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871	....	1st Mortgage.....	160,000	6	Jan. & July.	Philadelphia.	1888	....
Staten Island:							Wilm., Charlotte & Rutherford:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....	N. Car. State Loan.....	2,520,000	6	Jan. & July.	New York.	90-92	....
Sterling Mountain:							1st Mortgage guar. by State.....	....	8	" " "	"	1897	64½
1st Mortgage.....	350,000	7	— & —	New York.	1874	....	Wilmington and Manchester:						
Sullivan:							1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York.	1886	....
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....	2d Mortgage, 2d pref.....	146,000	7	" " "	"	1886	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....	1st Mortgage, 3d pref.....	528,000	7	" " "	"	1886	....
Syracuse, Binghamton and N. Y.:							2d Mortgage.....	80,000	7	May & Nov.	"	1873	....
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876	....	Wilmington and Weldon:						
Summit Branch:							1st Mortgage, Sterling.....	576,888	6*	Jan. & July.	London.	1881	....
1st Mortgage.....	528,000	6	— & —	Philadelphia.	1876	86½	2d Mortgage, Sterling.....	197,777	7*	May & Nov.	"	1886	....
Sussex:							Sinking Fund Mortgage.....	508,000	7	Jan. & July.	New York.	1896	89½
1st Mortgage.....	200,000	6	— & —	New York.	18—	....	York and Cumberland (N. Cent.)						
Tioga:							3d Mortgage.....	500,000	6	May & Nov.	Baltimore.	1877	....
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	96	CANAL BONDS:						
Toledo, Peoria and Warsaw:							Chesapeake and Delaware:						
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	56½	1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882	97
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	82½	Chesapeake and Ohio:						
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	70	State (Md.) Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Toledo, Wabash and Western:							Sterling, guaranteed .....	4,375,000	5*	" " "	London.	1890	....
1st Mort. (Tol. & Ill. 75 m.)....	900,000	7	Feb. & Aug.	New York.	1890	93½	Preferred Bonds.....	1,099,500	6	Jan. & July.	Baltimore.	1885	....
1st M. (L. Erie, W. & St. L. 187 m.)	2,500,000	7	" " "	"	1890	....	Delaware Division:						
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	90	1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	86
2d Mort. (Wab. & West. 187 m.)	1,500,000	7	" " "	"	1871	....	Delaware and Hudson:						
Equip't Bonds (T. & W. 75m.)	600,000	7	" " "	"	1883	80	1st Mortgage.....	531,000	7	March & Sept.	New York.	1870	....
Consol. M. (T. W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	"	1907	84	1st Mortgage (new).....	1,500,000	7	May & Nov.	"	1877	....
Troy and Boston:							Delaware and Raritan (See Cam						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	den and						
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	Erie of Pennsylvania.						
3d Mortgage.....	650,000	7	May & Nov.	"	1875	....	1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.	1886	....
Convertible Bonds.....	325,000	7	March & Sept.	"	1882	....	Interest Bonds.....	161,980	7	" " "	"	18—	....
Troy Union:							Lehigh Coal and Navigation:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	1st Loan.....	136,813	6	J. A. J. & O.	Philadelphia.	1870	....
2d Mortgage, guaranteed.....	360,000	6	" " "	"	1878	....	2d Loan.....	5,606,100	6	" " "	"	1884	84½
Union Pacific:							3d Loan.....	2,000,000	6	" " "	"	1897	93
1st Mortgage, free.....	27,237,000	6*	Jan. & July.	N.Y. & Boston	95-99	84½	Gold Loan.....	2,000,000	6*	" " "	"	1894	....
2d Mortgage (Gov. subsidy).....	27,236,512	6	" " "	" " "	95-99	....	Gold Loan.....	5,000,000	6*	June & Dec.	"	1897	89½
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y. & Boston	87-89	73	Convertible Loan.....	1,496,879	6	" " "	"	1877	82
Income bonds.....	10,000,000	10	Mar. & Sept.	Boston.	72-74	60	Monongahela Navigation:						
Union Pacific—Central Branch:							1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	....
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	....	2d Mortgage.....	57,000	6	" " "	"	18—	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	"	1895	....	Morris (and Banking):						
Union Pacific—Eastern Division:							1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	83½
1st Mortgage on 140 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1895	....	2d Mortgage.....	302,750	6	" " "	"	1876	75
1st Mortgage on 254 miles.....	4,063,000	6*	June & Dec.	"	1896	....	Boat Loan.....	232,087	6	" " "	"	1885	80
2d Mortgage (Gov. subsidy).....	6,303,000	6	Jan. & July.	"	95-97	....	North Branch:						
1st Mort. (Leavenworth Br.).....	600,000	7	May & Nov.	"	1896	....	1st Mortgage.....	590,000	6	May & Nov.	Philadelphia.	1876	....
Land Grant Mort. for \$500,000 ..	361,000	7	March & Sept.	"	71-76	....	Schuylkill Navigation:						
Income bonds \$10,000 p. m.....	4,275,350	7	June 1, '71.	"	1916	....	1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	79
Vermont Central:							2d Mortgage.....	3,980,670	6	Jan. & July.	"	1882	76½
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	88	Improvement Loan.....	1,601,670	6	May & Nov.	"	1876	80
2d Mortgage.....	1,500,000	7	" " "	Philadelphia.	1891	44½	Susquehanna and Tide Water:						
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	Boston.	77-89	104½	Md. State Loan, sterling.....	1,060,000	6	Jan. & July.	London.	1885	....
Vermont and Massachusetts:							Coupon Bonds.....	1,250,000	6	" " "	Baltimore.	1878	50
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	92	Preferred Interest Bonds.....	325,000	6	" " "	"	1894	....
Vermont Valley:							Union (Pa.):						
1st Mortgage.....	386,000	7	April & Oct.	New York.	1880	....	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	14
2d Mortgage.....	114,000	6	" " "	Boston.	1880	....	West Branch and Susquehanna:						
3d Mortgage.....	285,200	7	" " "	New York.	1889	....	1st Mortgage, sinking fund.....	750,000	6	Jan. & July.	Philadelphia.	1878	....
							Wyoming Valley:						
							1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1878	8

and entered (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad."  $\Delta$  *dash* (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

[illegible]



Dec. 31, 1899	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000	3001	3002	3003	3004	3005	3006	3007	3008	3009	3010	3011	3012	3013	3014	3015	3016	3017	3018	3019	3020	3021	3022	3023	3024	3025	3026	3027	3028	3029	3030	3031	3032	3033	3034	3035	3036	3037	3038	3039	3040	3041	3042	3043	3044	3045	3046	3047	3048	3049	3050	3051	3052	3053	3054	3055	3056	3057	3058	3059	3060	3061	3062	3063	3064	3065	3066	3067	3068	3069	3070	3071	3072	3073	3074	3075	3076	3077	3078	3079	3080	3081	3082	3083	3084	3085	3086	3087	3088	3089	3090	3091	3092	3093	3094	3095	3096	3097	3098	3099	3100	3101	3102	3103	3104	3105	3106	3107	3108	3109	3110	3111	3112	3113	3114	3115	3116	3117	3118	3119	3120	3121	3122	3123	3124	3125	3126	3127	3128	3129	3130	3131	3132	3133	3134	3135	3136	3137	3138	3139	3140	3141	3142	3143	3144	3145	3146	3147	3148	3149	3150	3151	3152	3153	3154	3155	3156	3157	3158	3159	3160	3161	3162	3163	3164	3165	3166	3167	3168	3169	3170	3171	3172	3173	3174	3175	3176	3177	3178	3179	3180	3181	3182	3183	3184	3185	3186	3187	3188	3189	3190	3191	3192	3193	3194	3195	3196	3197	3198	3199	3200	3201	3202	3203	3204	3205	3206	3207	3208	3209	3210	3211	3212	3213	3214	3215	3216	3217	3218	3219	3220	3221	3222	3223	3224	3225	3226	3227	3228	3229	3230	3231	3232	3233	3234	3235	3236	3237	3238	3239	3240	3241	3242	3243	3244	3245	3246	3247	3248	3249	3250	3251	3252	3253	3254	3255	3256	3257	3258	3259	3260	3261</
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[illegible]

# RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

the asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

[illegible]



## CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

## HORSE PASSENGER RAILROAD SHARE LIST

## PASSENGER RAILROAD BONDS.

Years ending	Length equiv. single track	Horses and Dummies	Cars	COMPANIES.	Cost of Road and Equipment	Share Capital	Indebtedness		Earnings		Dividends on paid Capital		Value of Shares			COMPANIES.	Amount out-standing	Inter est Rate	Pay-able	Prin- cipal Payable	Market Price
							Bonded Debt	Floating Debt	Gross	Net	P.	D.	Par.	Paid	Market						
Sept. 30, '69	m. 7.25	No. 94	No. 14	Albany..... N.Y.	\$ 150,309	\$ 99,800	\$ 40,000	\$ 5,000	78,317	21,467	100	100	100	100	Albany : 1st Mortgage.....	40,000	pe	J. & J. 18	....		
Sept. 30, '70	0.98			Albany st. Freight (B'ton). Mass.	47,765	75,000		1,136	2,654	557	100	100	100	100	Bleeker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J. & J. 1872	....		
Oct. 31, '69	3.41	11	4	Allentown..... Pa.	27,739	30,314		11,900	9,089	2,372	100	100	100	100	Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J. & J. 1881	....		
Dec. 31, '68	31.00	479	73	Baltimore City..... Md.	1,762,725	900,000	694,000	23,300	480,046	.....	0	100	100	194	Broadway and 7th Avenue: 1st Mortgage.....	500,000	7	J. & D. 1884	....		
Sept. 30, '69	22.00	400	50	Bleeker st. & F.F. (N.Y.C.) N.Y.	110,000	110,000			334,093	83,267	100	100	100	100	Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J. & J. 18	....		
Sept. 30, '70	3.36			Boston and Chelsea..... Mass.	41,000	41,000			4,400	4,004	4	100	100	384	Brooklyn City: 1st Mortgage.....	300,000	7	J. & J. 1882	....		
Sept. 30, '70	2.75			Boston & West Roxbury. Mass.	302,050	200,000	100,000	11,206	128,662	29,881	8.0	100	100	100	Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J. & J. 1876	....		
Sept. 30, '69	10.76	185	46	Broadway (Brooklyn)..... N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	100	Brooklyn, Prosp. P. & Flatb.: 1st Mortgage.....	278,000	7	M & N 1878	....		
Sept. 30, '69	7.00	775	103	B'way & 7th Av. (N.Y.C.) N.Y.	179,789	100,000	80,000		30,153	.....	4.0	100	100	100	Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J. & J. 18	....		
Sept. 30, '69	12.00	1321	271	Brooklyn City..... N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	100	Buffalo street: 1st Mortgage.....	316,500	7	J. & D. 1881	....		
Sept. 30, '69	11.00	178	37	Brooklyn City & Newtown. N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	100	100	100	100	Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J. & J. 1883	92		
Sept. 30, '69	19.25	22	8	B'klyn Prosp. P. & Flatb. N.Y.	537,944	261,400	278,000		72,720	5,718	100	100	100	100	Central Park, N. & E. River: 1st Mortgage.....	626,000	7	J. & J. 1874	....		
Sept. 30, '69	4.50			B'klyn Flatb. & Coney Isl. N.Y.		10,000	100,000	(Not in operation.)			100	100	100	100	Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J. & J. 1870	....		
Sept. 30, '69	15.21	180	51	Buffalo street..... N.Y.	327,661	50,000	316,500	6,457	160,428	18,957	100	100	100	100	Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J. & J. 1873	....		
Sept. 30, '69	11.50	87	13	Bushwick (Brooklyn)..... N.Y.	734,671	737,000	150,000		76,650	Loss.	9.0	100	100	994	D. Dock, E. Bdw. & Battery: 1st Mortgage.....	700,000	7	J. & J. 18	....		
Sept. 30, '69	27.43			Cambridge (Boston)..... Mass.	29,714	21,130	6,000				7.0	100	100	100	Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J. & J. 18	....		
Sept. 30, '69	1.76	20	4	Central City (Syracuse)..... N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	100	100	100	100	42d st. & G'd st. Ferry (N.Y.): 1st Mortgage.....	160,000	7	J. & J. 1873	....		
Sept. 30, '69	36.00	731	125	Cen. P. N. & E.R. (N.Y.C.) N.Y.	179,635	192,750			240,293	81,318	36.0	50	194	100	Real Estate: 1st Mortgage.....	100,000	7	var. var.	....		
Oct. 31, '69	8.43	200	32	Citizens' (10th & 11th sts.) (Ph.) Pa.	234,427	184,000	50,000	7,700	145,668	38,078	19.0	50	44	100	Frankford and Southwark: 1st Mortgage.....	198,000	7	J. & J. 1877	....		
Oct. 31, '69	9.06	139	26	Citizens' (Pittsburg)..... Pa.	647,364	500,000	214,000	29,131	144,047	13,067	100	100	100	100	Germantown: 1st Mortgage.....	250,000	7	J. & J. 1879	....		
Sept. 30, '69	14.83	212	16	Coney Island (Brooklyn)..... N.Y.	859,102	1,200,000	700,000		738,600	180,104	100	100	100	100	Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J. & J. 1878	854		
Sept. 30, '69	22.79	808	107	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	42,643	34,825		1,337	8,480	4,162	3.0	100	100	100	Grand st. & Newtown: 1st Mortgage.....	30,000	7	J. & J. 18	....		
Sept. 30, '69	3.50			Dunkirk and Fredonia..... N.Y.	25,230	29,562			5,565	1,237	2.0	25	20	100	Harl. Br., Morr. & Fordh.: 1st Mortgage.....	130,000	7	J. & J. 1877	....		
Oct. 31, '69	1.04	12	3	Easton and S. Easton..... Pa.	1,527,023	1,000,000	203,000		835,447	206,354	12.0	100	100	100	Hartford & Wethersfield. Conn. Heat, Mant. & F'mount (Ph.) Pa.	161,535	106,700	74,000	9,272		
Sept. 30, '69	19.00	851	157	Elgin Avenue (N.Y. City) N.Y.	32,915	18,550	17,272		12,444	2,749	50	9.0		100	Hoboken and Weehawken. N.J.						
Oct. 31, '69	2.29	13	4	Elrie City..... Conn.	43,301	29,285	10,000		10,403	456	100	100	100	100	Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M & N 1878	....		
Sept. 30, '69	2.70	10	5	Fifth Ward (Syracuse)..... N.Y.	1,052,479	748,000	260,000		376,903	112,240	10.0	100	100	100	Lombard and South st. (Ph.): 1st Mortgage.....	62,500	7	J. & J. 1883	754		
Sept. 30, '69	9.93			42d st. & Gr'd st. F. (N.Y.C.) N.Y.	782,441	491,750	198,000		308,138	61,719	6.0	50	49.0	41	Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J. & J. 1886	744		
Oct. 31, '69	16.36	273	45	Frankford & Southwark (Ph.) Pa.	59,053	42,500	12,700	2,000	12,598	645	100	100	100	100	Malden and Melrose: 1st Mortgage, guaranteed.	45,872	6	A. & O 1880	....		
Sept. 30, '69	3.25	22	5	Genesee & Water st. (Syr.) N.Y.	562,270	307,545	350,000		348,021	123,493	10.0	50	15	30.0	Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J. & J. 1878	....		
Oct. 31, '69	34.25	369	59	Germantown (Phila.)..... Pa.	173,657	170,000			136,885	35,507	10.0	50	17	45	Middlesex (Boston) 1st Mortgage sinking fund	100,000	6	J. & D. 1884	81		
Oct. 31, '69	5.40	135	25	Glad College (Phila.)..... Pa.	75,000	125,000	190,000		37,890	10,205	100	100	100	100	Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J. & J. 1876	....		
Sept. 30, '69	8.00			Grand st. & Middle Wil. N.Y.	200,000	170,000	30,000		82,066	7,093	100	100	100	100	Orange and Newark: 1st Mort. Broad street.....	100,000	6	J. & J. 1880	....		
Sept. 30, '69	5.50	90	15	Gr'd st. & Newtown (B'k'n) N.Y.	239,746	150,000	100,000		176,078	39,959	7.0	50	15	43	1st Mort. O. & N. R. R.....	100,000	6	J. & J. 1881	....		
Oct. 31, '69	5.96	198	39	Green and Coates st. (Phila.) Pa.	255,225	114,010	130,000	3,000	72,802	4,770	100	100	100	100	2d Mort. O. & N. R. R.....	309,000	6	J. & J. 1883	....		
Sept. 30, '69	10.00	107	22	Harlem Br., Morr. & F'dham. N.Y.	60,111	41,995	9,950	1,955	7,280	222	25	24		100	Philadelpia City: 1st Mortgage.....	200,000	6	J. & J. 1881	85		
Oct. 31, '69	2.14	11	6	Harrisburg City..... Pa.	180,000	180,000					100	100	100	100	Philadelphia and Darby: 1st Mortgage.....	57,000	7	J. & J. 1887	....		
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield. Conn.	470,619	306,390	164,400	1,500	283,927	63,060	2.0	50	7	19	Pittab., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	M & N 1878	....		
Oct. 31, '69	14.10	339	56	Heat, Mant. & F'mount (Ph.) Pa.							100	100	100	100	Quincy: Plain bonds.....	66,424	6	var. var.	....		
Dec. 31, '68	2.50			Hoboken and Weehawken. N.J.	161,535	106,700	74,000	9,272			100	100	100	100	Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J. & J. 1880	....		
Dec. 31, '68	10.41			Hudson Av. (Brooklyn)..... N.Y.							100	100	100	100	1st Mortgage.....	15,000	6	J. & J. 1880	....		
Sept. 30, '69	3.56	27	9	Jersey City & Bergen Point. N.J.	77,494	75,000			22,390	2,405	100	100	100	100	Salem: 1st Mortgage.....	35,000	6	J. & J. 18	....		
Oct. 31, '69	5.20	113	17	Kingston and Rondout..... N.Y.	118,892	90,000	62,500	11,462	78,378	6,258	25	10.0		100	Second Avenue (N. Y.): 1st Mortgage.....	015,000	7	J. & J. 1877	....		
Sept. 30, '70	3.82	50	9	Lombard and South st. (Ph.) Pa.	49,180	55,530			26,181	2,431	100	100	100	36	2d and 3d street (Ph.): 1st Mortgage.....	83,700	7	J. & J. 1878	....		
Sept. 30, '70	1.75	239	35	Lowell Horse..... Mass.	276,221	200,000	50,000	61,137	136,719	Loss.	100	100	100	20	1st Mortgage.....	16,000	7	A. & D 1876	....		
Sept. 30, '70	3.41			Lynn and Boston..... Mass.	60,246	200,000	45,872		16,740	Loss.	100	100	100	100	Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J. & D. 1877	....		
Sept. 30, '70	0.91			Malden and Melrose (B'tn). Mass.	191,834	191,500		46,454	1,144		100	100	100	304	Syracuse and Geddes: 1st Mortgage.....						

## REFERRED &amp; GUARANTEED STOCKS

(Marked with an asterisk (\*) are guaranteed by lessees and thus (!) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Rate.	Div'ds.	Market Price.
<b>RAILROAD STOCKS:</b>				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	...	...
Atlantic & St. Lawrence* guar.	2,494,000	4	...	...
Baltimore and Ohio, pref.	3,000,000	6	...	...
Berkshire, * guaranteed.	600,000	7	...	...
Blossburg and Corning* guar.	250,000	5	...	...
Boston, Concord and Montreal, pref.	1,340,000	6	...	...
Buffalo, N. York and Erie, * guar.	950,000	7	...	...
Camden and Atlantic, pref.	753,696	7	...	...
Catawissa, * pref. and guar.	2,300,000	7	...	...
Cayuga and Susquehanna, * guar.	589,110	...	...	...
Cedar Rapids & Missouri, * preferred and guaranteed.	755,000	7	...	...
Central Ohio, preferred.	400,000	7	...	...
Chemung, * guar.	380,000	8	...	...
Cheshire and Akron, pref.	2,017,815	7	...	...
Chicago and Alton, pref.	2,425,400	7	...	...
Chicago and Nebraska, * guar.	2,600,000	...	...	...
Chicago, Iowa and Northwestern, pref.	20,370,293	7	...	...
Chicago and Mahoning, * guar.	2,056,000	7	...	...
Cleveland and Toledo, * guar.	6,250,000	...	...	...
Cleveland and Toledo, * guar.	177,750	8	...	...
Cochecho, preferred.	1,822,100	6	...	...
Connecticut and Passumpsic Rivers, preferred.	241,900	8	...	...
Cumberland Valley, 1st pref.	242,000	8	...	...
" " 2d pref.	594,261	6	...	...
Delaware, * guaranteed.	1,500,000	6	...	...
Detroit & Milwaukee, * preferred and guaranteed.	1,088,170	7	...	...
Dubuque and Sioux City, * preferred and guaranteed.	330,308	7	...	...
Dubuque Southwestern, pref.	492,500	8	...	...
Eastern (N. H.), * guaranteed.	500,000	5	...	...
Elmira, Jefferson and Canandaigua, * guaranteed.	500,000	5	...	...
Elmira and Williamsport, * guar.	500,000	5	...	...
Elmira and Williamsport, * preferred and guaranteed.	500,000	7	...	...
Erie, preferred.	8,536,910	7	...	...
Evansville and Crawfordville, pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	7	...	...
Harrisburg and Lancaster, * guar.	1,182,550	7	...	...
Housatonic, preferred.	1,180,000	8	...	...
Huntingdon & Broad Top Mountain, preferred.	190,750	7	...	...
Joliet and Chicago, * guar.	1,500,000	7	...	...
Joliet and Northern Indiana, * guar.	300,000	8	...	...
Lackawanna and Bloomsburg, pref.	500,000	7	...	...
Leeds and Farmington, * guar.	...	5	...	...
Little Schuylkill, * guar.	2,046,100	7	...	...
Louisville, Cincinnati and Lexington preferred.	848,700	9	...	...
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	...
" " 2d pref.	4,051,744	6	...	...
Manchester and Lawrence, * guar.	1,000,000	9	...	...
Michigan Southern, guaranteed.	586,500	10	...	...
Mill Creek and Mine Hill, * guar.	323,375	10	...	...
Milwaukee and St. Paul, preferred.	9,744,268	7	...	...
Mine Hill and Schuylkill Haven, * guaranteed.	3,775,000	8	...	...
Mount Carbon & Ft. Carbon, * guar.	282,250	12	...	...
New Haven and Northampton, * guar.	1,344,000	...	...	...
New York and Harlem, pref.	1,500,000	8	...	...
Niagara Bridge and Canandaigua, * guar.	1,000,000	6	...	...
North Eastern (S. C.) preferred.	155,000	8	...	...
Ogdensburg and L. Champlain, pref.	1,037,000	8	...	...
Ohio and Mississippi, pref.	3,500,000	7	...	...
Patterson and Hudson, * guar.	630,000	8	...	...
Patterson and Ramapo, * guar.	248,000	...	...	...
Peoria and Bureau Valley, * guar.	1,200,000	6	...	...
Philadelphia and Erie, * guar.	5,998,700	...	...	...
Philadelphia and Reading, pref.	1,551,800	10	...	...
Philadelphia and Trenton, * guar.	1,099,120	10	...	...
Pittsfield and North Adams, * guar.	450,000	6	...	...
Portl. & Kennebec (Yarmouth) guar.	202,400	6	...	...
Portland, Sago & Portsmouth, * guar.	1,500,000	6	...	...
Portsmouth and Concord, * guar.	350,000	7	...	...
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	...	...
Rochester and Genesee Valley, * guar.	557,580	7	...	...
Rutland, preferred.	2,040,000	7	...	...
St. Louis, Alton and T. H., pref.	445,516	6	...	...
Sandusky and Cincinnati, pref.	576,650	6	...	...
Schuylkill Valley, * guar.	869,450	5	...	...
Shamokin Valley & Pottsville, * guar.	1,300,000	7	...	...
Tol. Peoria & Warsaw (W. D.) pref.	1,700,000	7	...	...
" " (E. D.) pref.	1,000,000	7	...	...
Toledo, Wabash and Western, pref.	274,000	7	...	...
Troy and Greenbush, * guar.	2,500,000	8	...	...
Vermont and Canada, * guar.	1,408,300	7	...	...
Warren, * guar.	200,000	5	...	...
White Mountains, * guar.	317,050	...	...	...
Wrightsv. York & Gettysburg, * pref.	...	2	...	...
<b>CANAL STOCKS:</b>				
Delaware Division, * guar.	1,633,350	8	...	...
Morris, preferred.	1,175,000	10	...	...
Schuylkill Navigation, pref.	2,888,997	6	...	...
Union, preferred.	...	2	...	...
<b>MISCELLANEOUS STOCKS:</b>				
Cumberland Coal, pref.	5,774,400	7	...	...
Marietta Mining, pref.	...	7	...	...

## WHOLESALE PRICE CURRENT.

<b>IRON—DUTY:</b> Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1.....per ton 33	@ 36
Pig, American, No. 1.....	@ 36
Pig, American, No. 2.....	@ 34
Pig, American, Forge.....	@ 32
Bar, Refined, English and American.....	@ 75
Bar, Sweden, assorted sizes.....(gold)	@ 100
<b>STEEL—DUTY:</b> Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)	
English, Cast, (2d and 1st quality).....per lb.	— 15 @ — 18
English Spring, (2d and 1st quality).....	— 7 @ — 10
English Blister (2d and 1st quality).....	— 10 @ — 17
English Machinery.....	— 11 @ — 14
English German (2d and 1st quality).....	— 13 @ — 15
American Blister "Black Diamond".....	— @ — 12
American, Cast, Tool, do.....	— 16 @ — 17
American, Spring, do.....	— 9 @ — 11
American Machinery do.....	— @ — 12
American German do.....	— 9 @ — 12
<b>NAILS—DUTY:</b> Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)	
Cut, 10d. @ 60d.....per 100 lb	4 65 @ —
Cut Spikes, all sizes.....	4 90 @ —
Clinch.....	6 15 @ 6 40
Horse Shoe, Forged (No. 10 to 5).....per lb.	— 10 @ — 31
Copper.....	— 20 @ — 37
<b>TIN—DUTY:</b> Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.	
Banca.....(gold).....per lb.	— @ — 38½
Strait.....(gold).....	— @ — 33½
English.....(gold).....	— @ — 33½
Plates—Fair to good brands.....Gold.....	— Currency—
I. C. Charcoal.....per box	8 62½ @ 9 10 @ 10 50
I. C. Coke.....	7 25 @ 7 75 8 37½ @ 8 75
Coke Terne.....	6 23 @ 7 25 7 25 @ 8 25
Charcoal Terne.....	7 75 @ 8 9 @ 9 50
<b>PETROLEUM—DUTY:</b> Crude, 20 cents; Refined 40 cents per gallon.	
Crude, 40 @ 48 gravity (in bulk).....per gall.	— 13½ @ — 13½
Crude, 40 @ 47 gravity (in shipping order).....	— 17½ @ —
Refined, Standard White (in ship's order).....	— @ — 23½
Refined, prime White (in shipping order).....	— 24½ @ —
Refined, S. W. (in jobbing lots).....	— 27 @ — 28
Refined, S. W. (in tin).....	— 28½ @ — 30
Naptha, Refined, (65 @ 73 gravity).....	— 9½ @ —
Residuum.....	— 4 @ —
<b>GLASS—DUTY:</b> Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.	
<b>American Window.</b>	
(Single Thick.)	
Sizes.	1st. 2d. 3d. 4th.
6 by 8 to 7 by 9.....	\$7 75 \$7 00 \$6 50 \$6 00
8 by 10 to 10 by 15.....	8 25 7 50 7 00 6 50
11 by 14 to 12 by 18.....	9 75 9 00 8 00 7 00
14 by 16 to 16 by 24.....	10 50 9 50 8 50 7 50
18 by 22 to 18 by 30.....	12 25 11 25 10 00 8 00
20 by 30 to 24 by 30.....	15 00 13 75 11 50 9 00
24 by 31 to 24 by 36.....	16 50 15 00 12 50 10 00
25 by 36 to 30 by 44.....	17 50 16 00 14 50 12 50
30 by 46 to 32 by 48.....	20 00 18 00 15 50 13 50
32 by 50 to 32 by 66.....	22 00 20 00 17 00 14 50
Above.....	25 00 23 00 20 00 16 00
(The above subject to a discount of 55 @ 60 per cent.)	
<b>French Window—1st, 2d, 3d and 4th qualities.</b>	
(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10.....(4 qts.).....per 50 feet 10	@ 7 75
8 by 11 to 10 by 15.....(4 qts.).....	@ 8
11 by 14 to 12 by 18.....(4 qts.).....	@ 9 25
14 by 16 to 16 by 24.....(4 qts.).....	@ 9 75
18 by 22 to 18 by 30.....(4 qts.).....	@ 10 50
20 by 28 to 24 by 30.....(4 qts.).....	@ 12
24 by 31 to 24 by 36.....(4 qts.).....	@ 12 50
25 by 36 to 30 by 44.....(3 qts.).....	@ 16 50
28 by 46 to 30 by 48.....(3 qts.).....	@ 17
30 by 50 to 32 by 62.....(3 qts.).....	@ 18 50
32 by 54 to 34 by 66.....(3 qts.).....	@ 20 50
34 by 58 to 34 by 60.....(3 qts.).....	@ 22
36 by 60 to 40 by 60.....(3 qts.).....	@ 23
(Subject to a discount of 55 @ 60 per cent.)	
English sells at 40 @ 50 per cent. off the abv. 75 rates.	

## New York Stock Exchange.

Actual Sale Prices for the week ending Apl. 5.

	Th. 30.	F. 31.	Sat. 1.	M. 3.	Tu. 4.	W. 5.
Canton Co.....	82	82½	83	83	83	83
Central Pacific 6s.....	95½	95½	95½	95½	95½	95½
Central of N. Jersey.....	106	107	107	107½	108	108
Chicago & Alton.....	119	118½	118½	119	118½	119
.. pref.....	120	120	120	120	120	120
.. 1 M.....	...	...	...	...	...	...
.. S. F.....	...	...	...	...	...	...
.. Inc. bds.....	...	...	...	91½	...	...
Chicago, Burl. & Q.....	...	...	...	...	...	...
.. 8s, 1883.....	...	...	...	...	...	...
Chic. & Northwestern.....	88½	88½	89	88½	88½	88½
.. pref.....	96	96	96	95½	96	97
.. 1st M.....	...	...	...	95½	...	...
.. S. F.....	99½	99½	99½	99½	99½	99½
.. Consol.....	89	89	89	89	89	89
Chic. Rock Isl. & Pac.....	114½	114½	114½	114	114	115
Chl., R. I. & Pa. 7s, 1896 99	99	99	99	99	99	100
Clev., Col. C. and Ind.....	86	86½	87	87	86½	87
Clev. and Pittsburg.....	113½	113½	113½	114	114	114½
.. 2 M.....	...	...	...	...	...	...
.. 3 M.....	...	...	...	97	...	...
.. 4 M.....	...	...	82	83	...	...
Clev. and Toledo.....	...	...	...	...	...	...
.. S. F. 7s.....	...	...	...	...	...	102
Col., Chi. & Ind. C.....	23½	23½	23½	23½	23½	23½
.. 1 M.....	86	87½	83½	83	83	83
.. 2 M.....	65	65	83½	83	66½	67
Cumberland Coal pref.....	...	...	...	...	...	...
Del. & Hudson Canal.....	115½	115½	115½	115½	115½	116½
Del. Lack. & Western.....	107½	107½	108	108½	108½	110
.. 1 M 7s.....	...	...	...	...	...	...
.. 2 M 7s.....	95	95	95	94	...	...
Dubuque & Sioux City.....	21½	21½	21½	21½	21½	21½
Erie Railway.....	21½	21½	21½	21½	21½	21½
.. pref.....	...	...	...	...	...	...
.. 1 M. 7s, 1897.....	...	...	...	...	...	...
.. 2 M. 7s, 1879.....	...	...	...	...	...	...
.. 3 M. 7s, 1883.....	...	...	...	90	...	...
.. 4 M. 7s, 1880 86½	86½	86½	83½	...	...	...
.. 5 M. 7s, 1888.....	...	...	...	...	...	...
Great Western 2d mort.....	...	...	...	84	...	...
Hannibal & St. Joseph.....	89½	90	88	88	88	88
.. pref. 98.....	...	...	98	96½	96	97
Hudson River.....	...	...	...	...	...	...
.. 2 M. S. F.....	...	...	...	...	...	...
.. 3 M 7s, 1875.....	...	...	...	...	...	...
Illinois Central.....	101½	101½	101½	101½	101½	101½
.. bonds.....	...	...	...	104½	...	...
Lake Shore & Mich. S'th. 101½	102½	102½	101½	100½	101½	101½
Lake Shore Div. bonds.....	...	...	...	...	...	...
Marietta & Cin. 1st pref.....	...	...	...	...	...	...
.. 2d pref.....	...	...	...	...	...	...
Michigan Central.....	121½	121½	121½	121½	121½	121½
.. S. F. 8s, 1882.....	...	...	...	...	...	...
.. conv. 8s, '60.....	...	...	...	...	...	...
M. S. and N. I. M. S. F. 102	101½	101½	101½	101½	101½	102
.. 2 M.....	...	...	...	...	...	...
Marietta Mining Co.....	9½	9½	9½	10	9½	9½
.. pref.....	...	...	...	...	...	...
.. Tr. 10s cts.....	...	...	...	60	60	61
Milw. and St. Paul.....	60½	61½	61	60	60½	61½
.. pref.....	79	80	79	79	78	79
.. 1st mort.....	94½	94½	94½	94½	94½	94½
.. 2d mort.....	...	...	...	...	...	...
.. 8s.....	105	105	105	105	105	105
.. 7-3-10s con.....	...	...	...	...	...	96
Missouri 6s.....	92½	92½	92½	92½	92½	92½
.. H. & St. J. 1s.....	91½	91½	91½	91½	91½	91½
Morris and Essex.....	90½	91	91	91	91½	91½
.. 1st mort.....	103	103	103	103	103	103
.. 2d mort.....	...	...	98	99	99	96
New York Central.....	103	103	103	103	103	103
.. 7s, S. F. 1876.....	...	...	...	...	...	...
.. 7s, conv. '76.....	...	...	101	...	...	...
.. 6s, S. F. 1883 93½	93½	92	93	93	93	93
.. 6s, S. F. 1887.....	96½	96½	96½	96½	96½	96½
N. Y. Cen. & Hud. Riv. 95½	96½	96½	96½	95½	95½	96½
.. certificates. 92½	93	92½	91	91	92½	92½
N. York and Harlem.....	128	128	128	128	128	128
.. pref.....	...	...	...	...	...	...
.. 1 M 7s, 1873.....	...	...	...	...	...	...
N. Carolina 6s, old.....	47	47	47	47	47	47
.. new.....	...	...	23½	...	...	24½
Ohio and Miss.....	47½	48	47	46½	46½	46½
.. pref.....	73½	73½	73	73	73	73
.. 1st M.....	100	100	100	100	100	100
Pacific Mail S. S. Co.....	44½	43½	43½	43½	43½	43½
Panama.....	...	...	...	71½	71½	71½
Phila. and Reading.....	103	103½	103½	105½	106	108
Pitts., Ft. W. & Chi. gtd. 90½	97	98	98	99	99	98
.. 1 M.....	...	...	...	103	...	...
.. 2 M.....	...	...	...	...	99½	99½
.. 3 M.....	...	...	...	...	...	...
Quicksilver Mining Co. 12½	13	13½	13	12½	12½	12½
St. L., Alton & T. H.....	31	33	33½	33	33	33
.. pref.....	58	55½	55½	56	56	56
.. 1 M.....	...	...	...	96½	...	...
.. 2 M. pref.....	...	...	...	...	...	78
.. Income bds.....	...	...	...	...	78	78
Tennessee 6s, old.....	65	65½	66½	66½	66½	66½
.. new.....	64½	65	66½	66½	66½	66½
Tol., Wab. & Western.....	57½	58	58	58	58	59
.. pref.....	57	58	58	58	58	59
.. 2 M.....	...	...	...	...	90	90
.. Equipment.....	...	...	...	...	...	25½
Union Pacific.....	25½	25½	26	26	25½	25½
.. 1st mort.....	83	83	83	83	83	85
.. L. Gt. 7s.....	75	75	71½	72	72½	73
.. Inc. 10s.....	69	69	69	69	69	69
Virginia 6s, old.....	70	73	74	73	72½	70
.. new.....	72	74	74	71	71	71



## New York Stock Exchange.

Actual Sale Prices for the week ending Apl. 5.

Th.30.F.31.Sat.1. M.3. Tu.4. W.5.

## FEDERAL STOCKS:—

U. S. 6s, 1874, reg.	108	108	109	108	108
U. S. 6s, 1874, coup.	108	108	109	108	108
U. S. 6s, 10-40s, reg.	107	108	108	108	108
U. S. 6s, 1881, reg.	116	116	116	115	116
U. S. 6s, 1881, coup.	116	116	116	115	116
U. S. 6s, '81, O.W.L. y.	116	116	116	115	116
U. S. 6s, 1881, . . .	116	116	116	115	116
U. S. 6s, 5-20s reg. '62	112	112	112	113	112
U. S. 6s, 5-20s, c. 1862	112	112	112	113	112
U. S. 6s, 5-20s, reg. '64	112	112	112	113	112
U. S. 6s, 5-20s, c. 1864	112	112	112	113	112
U. S. 6s, 5-20s, reg. '65	112	112	112	113	112
U. S. 6s, 5-20s, c. 1865	112	112	112	113	112
U. S. 6s, 5-20s, r. n. '65	112	112	112	113	112
U. S. 6s, 5-20s, c. n. '65.110	111	111	111	111	111
U. S. 6s, 5-20s, reg. '67	111	111	111	112	111
U. S. 6s, 5-20s, c. 1867.110	111	111	111	111	111
U. S. 6s, 5-20s, reg. '68	111	111	111	111	111
U. S. 6s, 5-20s, c. '68	111	111	111	111	111
U. S. 6s, 5-20s, c. '68	111	111	111	111	111
U. S. 6s, Pac.R.R.issuall5	116	115	115	115	115

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Apl. 4.

W.29.Th.30.F.31.Sat.1. M.3. Tu.4.

Catawba .. preferred .. 15	16	16	16	16	16
Camden and Amboy.113	117	117	117	118	119
.. 6s, 1875 .. 93	93	93	93	93	93
.. 6s, 1880 .. 93	93	93	93	93	93
.. mort. 6s, '89 96	96	96	96	96	96
Elmira & Williamsport ..	111	111	111	111	111
.. pref. ....	111	111	111	111	111
Lehigh Navigation .. 35	35	35	35	35	35
.. 6s, 1884 .. 84	84	84	84	84	84
.. Gold L. .... 89	89	89	89	89	89
.. R. R. L. .... 92	92	92	92	92	92
.. Conv. L. .... 82	82	82	82	82	82
Lehigh Valley R.R. .... 60	61	61	61	60	60
.. 6s new coup. ....	94	94	94	94	94
.. 6s new reg. ....	96	96	96	96	96
Little Schuylkill R.R. .... 44	44	44	44	44	44
Minehill .. 52	52	52	52	52	52
Morris Canal .. 115	115	115	115	115	115
.. 1st mort. ....	115	115	115	115	115
North Pennsylvania .. 45	45	45	45	45	45
.. 6s, 1880 .. 99	99	99	99	99	99
.. 7s .. 101	101	101	101	101	101
.. 10s, 1887 .. 101	101	101	101	101	101
Northern Central .. 39	39	39	39	39	39
Pennsylvania R.R. .... 61	62	62	62	62	62
.. 1st M. .... 102	102	102	102	102	102
.. 2d M. .... 100	100	100	100	100	100
.. Gen. mort. ....	100	100	100	100	100
.. reg. ....	100	100	100	100	100
Penn. State, 6s, 1st series .. 103	103	103	103	103	103
.. 6s, 2d series .. 106	106	106	106	106	106
.. 6s, 3d series .. 108	108	108	108	108	108
.. 6s, W.L. .... 104	104	104	104	104	104
Philadelphia City, 6s .. 101	101	101	101	101	101
.. new .. 101	101	101	101	101	101
Philad. Germ. & Nor. .... 82	82	82	82	82	82
Phila. & Reading .. 51	51	51	51	52	53
.. 7s, 1893 .. 27	27	27	27	27	27
Philadelphia and Erie .. 27	27	27	27	27	27
.. 6s .. 80	80	80	80	80	80
Schuylkill Navigation .. 16	16	16	16	16	16
.. pref. .... 17	17	17	17	17	17
.. 6s, 1882 .. 74	74	74	74	74	74
.. 6s, 1876 .. 79	79	79	79	79	79
.. 6s, 1872 .. 79	79	79	79	79	79
Susq. Canal .. 50	50	50	50	50	50
.. 6s, 1878 .. 14	14	14	14	14	14
Union Canal, pref. ....	8	8	8	8	8
.. 6s, 1878 .. 19	19	19	19	19	19
Hestonville, (Horse) .. 8	8	8	8	8	8
Chestnut & Wal. .... 57	57	57	57	57	57
Green & Coates .. 26	26	26	26	26	26
2d and 3d streets .. 26	26	26	26	26	26
Spruce and Pine .. 26	26	26	26	26	26
13th and 15th sts. ....	26	26	26	26	26

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Apl. 4.

W.29.Th.30.F.31.Sat.1. M.3. Tu.4.

Baltimore City 6s, 1875 ..	95	95	95	95	95
.. 1886 .. 95	95	95	95	95	95
.. 1890 .. 95	95	95	95	95	95
.. 1884 .. 95	95	95	95	95	95
.. 1900 .. 138	138	138	138	138	138
Balt and Ohio .. 138	138	138	138	138	138
.. bonds, 1875 .. 94	94	94	94	94	94
.. 1880 .. 94	94	94	94	94	94
.. 1885 .. 94	94	94	94	94	94
Marietta & Cin. 1st M. .... 92	92	92	92	92	92
.. 2d M. .... 83	83	83	83	83	83
Northern Central .. 39	39	39	39	39	39
.. bonds, 1885 .. 1900	1900	1900	1900	1900	1900
N. W. Va. 1st mort. ....	1900	1900	1900	1900	1900
.. 2d mort. ....	1900	1900	1900	1900	1900
.. 3d mort. ....	1900	1900	1900	1900	1900
City Passenger R.R. .... 19	19	19	19	19	19

## Boston Stock Exchange.

Actual Sale Prices for the week ending Apl. 5.

Th.30.F.31.Sat.1. M.3. Tu.4. W.5.

Boston and Albany .. 159	159	159	159	159	159
Boston and Lowell .. 152	152	152	152	152	152
Boston and Maine .. 152	152	152	152	152	152
Boston and Providence .. 153	153	153	153	153	153
Boston, Hartford & Erie .. 28	27	27	27	28	28
.. 7s, new .. 28	27	27	27	28	28
Cheshire, pref. ....	147	147	147	147	147
Concord .. 124	125	124	124	124	124
Connecticut River .. 137	137	137	137	137	137
Eastern .. 124	125	124	124	124	124
Fitchburg .. 137	137	137	137	137	137
Manchester & Law're .. 122	121	121	121	121	121
Michigan Central .. 122	121	121	121	121	121
Northern, N. H. ....	87	87	87	87	87
Ogdens & Lake Champ 87	87	87	87	87	87
.. pref. .... 105	105	105	105	105	105
Old Colony & Newport .. 99	99	100	100	100	100
Ph. Wil. & Baltimore .. 53	53	53	53	53	53
Port'd, Saco & Ports .. 135	135	135	135	135	135
Union Pacific .. 26	26	26	26	26	26
.. 6s .. 81	81	81	81	81	81
.. Land Grant 7s 72	72	72	72	72	72
.. Income 10s .. 104	104	104	104	104	104
Vermont & Canada .. 72	74	74	74	74	74
Vermont & Mass. ....	101	101	101	101	101
South Boston (Horse) ..	99	99	99	99	99
Cambridge .. 75	75	75	75	75	75
Metropolitan .. 99	99	99	99	99	99
Middlesex .. 10	10	10	10	10	10
Central Mining Co. ....	9	9	9	9	9
Copper Falls .. 3	3	3	3	3	3
Franklin .. 10	10	10	10	10	10
Huron .. 10	10	10	10	10	10
Ile Royale .. 10	10	10	10	10	10
National .. 10	10	10	10	10	10
Pewabic .. 10	10	10	10	10	10
Pittsburg .. 25	25	25	25	25	25
Quincy .. 25	25	25	25	25	25

## London Stock Exchange.

Closing Prices.

March 24. March 17.

Atl. & Gt. West. N. Y. sec. 7 per ct	75	80	75	80
1st mort. 1880 .. 75	80	75	80	75
Do. do. 2d mort. 1881 .. 75	80	75	80	75
Do. Penn. 1st mort. 1877 .. 75	80	75	80	75
Do. do. 2d mort. 1882 .. 75	80	75	80	75
Do. Consol. 7 per cent. mort. 1890 .. 35	35	35	35	35
Detroit and Milwaukee 1st mort. 7s .. 68	70	68	70	68
Do. 2d mort. 8 p. c. .... 69	71	69	71	69
Erie shares 100 dol. all paid ..	—	—	—	—
Do. sterig. 6 p. c. convertible bonds .. 62	64	62	64	62
Illinois Central, 6 per cent. 1875 ..	—	—	—	—
Do. Redemption mort. bonds 6 p. c. 101	103	101	103	101
Do. 100 dol. shares, all paid .. 110	111	110	111	110
Panama General mort. 7s, 1897 .. 94	96	93	96	93
Penn. R. R. bonds, 2d mort. 6 per ct. .... 99	101	99	101	99
Do. General mort. 6 p. c. 1910 .. 92	92	92	92	92
Do. 50 shares .. 50	52	50	52	50
Philadelphia and Erie 1st mort. 1881 .. 96	98	96	98	96
Do. with option to be paid in Phila. .. 96	98	96	98	96

## American Railroad Journal.

Saturday, April 8, 1871.

## Stock Exchange and Money Market.

The Money market has shown more activity, since our last, due, in part, to speculative manipulations of the supply funds, with a view to the depression of values at the Stock Exchange. Rates on call loans have been quoted higher, and quite irregular, the range having been from 4@7 per cent., with the bulk of the negotiations on the basis of 5@6 per cent. per annum. In the discount line, the business has been comparatively moderate at 6@7 per cent. per annum, on the best grades of commercial paper. The City Bank movement, since our last, has been against ease in Money, but as the usual April inquiry for currency for the country has now been fully answered, it is not improbable that the course of the exchanges with the interior will soon be reversed, and the balances so continue in favor of the City, through the remainder of the Spring, and also through the Summer months. The city banks, in their last weekly statement, exhibited a further reduction of \$3,636,207 in their deposit line, \$1,641,315 in their specie reserve, and \$1,922,865 in their legal tender average. They contracted their loans \$31,393, and their circulation \$7,609. The banks now hold \$7,817,764 of specie

and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking act. The U. S. Sub Treasury at this port, last week, increased its currency reserve, \$281,089, and its coin balance \$2,094,131. The receipts of the office were \$5,700,090, in coin, and \$7,569,916 in currency; payments \$3,605,960 in coin, and \$7,288,827 in currency. The office received \$3,616,000 in coin or its equivalent, from customs; and disbursed \$338,000 of coin interest.

The Sub Treasury receipts from all sources in March were \$55,026,029, including \$15,651,969 from customs; payments, \$50,204,265, including \$4,042,915 of coin interest. The latest dealings in Money on Wednesday indicated an easier movement for borrowers.

Under the revised April programme of the Treasury Department, Government will buy in, during the month, ten millions of Five-Twenties, as follows: April 5, Wednesday, \$3,000,000; April 12, Wednesday \$2,000,000; April 19, Wednesday, \$3,000,000; April 26, Wednesday, \$2,000,000. And will sell eight millions of Gold, as follows: April 6, Thursday, \$2,000,000; April 13, Thursday, \$2,000,000; April 20, Thursday, \$2,000,000; April 27, Thursday, \$2,000,000.

The subscriptions to the new refunding Five per cent. Loan now amount to about 55 millions. The prospect for the successful negotiation of this loan now seems quite encouraging.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of \$7,807,307 in currency, and \$69,375,926 in coin against a balance a week previous of \$9,728,063 currency, and \$66,853,569 coin.

The U. S. Sub-Treasurer retired, last week, \$3,120,158 of coin certificates, received for customs.

Government revenues have been up to a fair average, since our last. The Excises yielded about 1½ millions. The customs at the port of New York, last week were \$3,497,159; and at the other ports, equal to about 1½ millions more, all in coin, or coin certificates. The internal revenue yield thus far in the current fiscal year beginning with July 1, 1870, has been \$11,538,870.

Gold has been quoted a fraction higher, under the operations of the short interest, which was disappointed by the limitation of the Government sales for April to two millions a week, while the customs at this port alone will yield during the month, equal at least to three millions a week, to the Treasury. The speculative demand has been more active. The customs call has been good; and the export drain moderate. The range of the price has been from 110½@110¾; and the closing quotation on Wednesday was 110½ against 110¾ the preceding Wednesday. The outflow of specie from this port last week reached only \$742,831; on Tuesday, \$60,000; and on Wednesday of this week, it amounted to \$245,000.

The coin reserve of the Treasury Department on the 1st inst. was \$105,697,800, including \$25,261,460 represented by outstanding certificates; and the currency balance was \$18,686,247.

The customs at this port on Wednesday were \$409,000.

The Gold Exchange Bank clearances on Friday of last week were \$30,531,000; on Monday of this week \$18,682,000, the extremes since our last, On Wednesday they amounted to 20¾ millions.

The export drain was \$742,881 last week, against \$206,952, same week preceding year. The shipments since July 1, 1870, have been \$55,523,688, against \$23,243,875 same time in 1869-'70.

The customs demand for Gold last week, averaged \$602,667 a day; thus far, this week, it has averaged \$534,500 a day, or equal to a weekly aggregate of \$3,207,000. The arrivals of specie from Europe, Havana and other foreign ports last week were \$28,629, and since Jan. 1, 1871, \$2,777,007, against \$5,818,954 same time in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been \$112,053,979, against \$99,948,666 same time in 1869-'70.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt since July 1, 1870, \$66,600,604 against \$69,992,304 same time in 1869-'70.

Foreign Exchange has been in more demand and quoted a shade firmer. Bankers' sixty day bills on London closed on Wednesday at 109 $\frac{1}{2}$ @110; sight bills on London, 110@110 $\frac{1}{2}$ .

The produce exports from this port, week ending with April 4th, were to the currency value of \$5,525,810.

Government securities have been quite active and have advanced in price, on free purchases largely on investment account. The satisfactory progress of the New Loan negotiation, and the further liquidation of over eleven millions of the public indebtedness in March, have tended to strengthen confidence in values and to stimulate purchases.

On Wednesday, Government bought in three millions of Five-Twenties from the single firm of Messrs. Leonard, Sheldon & Foster at 109 85, ex interest. The amount of bonds offered on 28 proposals was \$10,901,950.

U. S. sixes of 1881 closed here on Wednesday of the current week at 116 $\frac{1}{2}$ @116 $\frac{3}{4}$ ; U. S. Five-Twenties of 1862, 112 $\frac{3}{4}$ @112 $\frac{3}{4}$ ; U. S. Five-Twenties of 1864 at 112 $\frac{3}{4}$ @112 $\frac{3}{4}$ ; U. S. Five-Twenties of 1865, 112 $\frac{3}{4}$ @112 $\frac{3}{4}$ ; U. S. Five-Twenties of 1865 consolidated, 111 $\frac{1}{2}$ @111 $\frac{1}{2}$ ; U. S. Five-Twenties of 1867, 111 $\frac{1}{2}$ @111 $\frac{1}{2}$ ; U. S. Five-Twenties of 1868, 111 $\frac{1}{2}$ @112; U. S. Ten-forties at 108 $\frac{1}{2}$ @109; U. S. Six per cent. currency bonds, 115 $\frac{3}{4}$ @115 $\frac{3}{4}$ .

State bonds have been in fair request at firmer prices.

Railway bonds have been selling more freely at stronger prices. Central Pacific Sixes have been in good demand, closing at 95 $\frac{1}{2}$ @95 $\frac{1}{4}$ . The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds are selling freely at 90 per cent. and accrued interest. Union Pacific Sixes closed at 83 $\frac{3}{4}$ @83 $\frac{3}{4}$ .

Railway and miscellaneous share property has been in very brisk speculative demand, and generally higher and buoyant in price, notwithstanding the increased activity and firmness in Money. The latest dealings indicated a less confident temper in the speculative movement. Union Pacific stock closed at 25 $\frac{1}{4}$ @25 $\frac{1}{4}$ .

General business has been more active since our last. In the line of foreign goods, the movement has been extraordinarily heavy; the week's imports having been up to \$11,930,286, including \$4,625,725 of Dry Goods and \$7,304,561 of general merchandise. Values have been fairly sustained.

Domestic produce has met with a rather freer sale, but at irregular prices. Middling upland cotton closed on Wednesday at 15 cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,315,265 bales, against 2,362,819 bales same time last year; exports 2,268,237 bales, against 1,562,339 bales same time last year; stock at the ports, at latest dates, 614,695 bales, against 406,918 bales same date 1870.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	March 22.	March 29.	April 5.
Consols .....	92 $\frac{1}{4}$	93	92 $\frac{3}{4}$
U.S. 5-20's of 1862 ..	92 $\frac{1}{2}$	92 $\frac{5}{8}$	92 $\frac{1}{2}$
U.S. 5-20's, 1865 .....	91 $\frac{1}{2}$	91 $\frac{1}{8}$	92 $\frac{3}{8}$
" 1867 .....	90 $\frac{3}{4}$	91 $\frac{1}{8}$	91 $\frac{3}{4}$
" 10-40s .....	89	89	89 $\frac{1}{4}$
Erie .....	18 $\frac{1}{2}$	19	18 $\frac{3}{8}$
Ill. Central .....	110 $\frac{1}{2}$	110 $\frac{1}{2}$	....
At. and Gt. West. ....	35	38	....

At the Live Stock markets, Beeves have been in rather more demand at 10@15 $\frac{1}{2}$ c.; Veal Calves in moderate request at 8@11 $\frac{1}{2}$ c.; Sheep, at 6@8 $\frac{1}{2}$ c., and Swine, at 7@7 $\frac{1}{2}$ c. per lb., all live weight. Milch cows, quiet at \$40@\$100, each. The week's receipts were 6,523 Beeves, 74 Cows, 1,846 Veal Calves, 24,477 Sheep and Lambs, and 14,132 Hogs.

In the line of ocean freights, the movements have been fair, and rates have been quoted rather stronger. For Liverpool, cotton at  $\frac{1}{4}$ @ $\frac{1}{2}$ d. by sail and  $\frac{5}{8}$ @ $\frac{3}{4}$ d. by steam, per lb.; flour at 2s.@ 2s. 3d. by sail, and 2s. 6d.@2s. 9d. by steam, per bbl.; grain at 5 $\frac{1}{2}$ d.@5 $\frac{3}{4}$ d. by sail, and 6 $\frac{1}{4}$ d.@ 7d. by steam, per bushel; and heavy goods at 15s.@27s. 6d. by sail, and 25s.@40s. by steam, per ton.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

**New York.**—Toledo, Wabash and Western 1st mort., St. L. Div., 85; Central of New Jersey new bonds, 101 $\frac{1}{2}$ ; Ohio and Mississippi consol. bonds, 90; Long dock bonds, 85 $\frac{1}{2}$ ; North Missouri 1st mort., 84; do., 2d mort., 59; Hannibal and St. Joseph 8s, conv., 103; Great Western 1st mort., 1888, 89 $\frac{1}{2}$ ; Buffalo, N. Y. and Erie 1st mort., 88 $\frac{1}{2}$ ; Quincy and Toledo 1st mort., 83; Cleveland and Pittsburg consol. bonds, 93; Am. Dock and Imp. 7s, 95 $\frac{1}{2}$ ; Chicago and Milwaukee 1st mort., 95; Long Island R. R., 57; Joliet and Chicago R.R., 90; Miss., Kansas and Texas R.R., 30; St. Louis and Iron Mt. R. R., 55; do. 1st mort., 89 $\frac{1}{2}$ ; Albany and Susq. R. R., 87; New Jersey R. R., 118; Virginia 6s, old, reg., 55 $\frac{1}{2}$ ; California 7s, 110; Georgia 6s, 82 $\frac{1}{4}$ ; do., 7s, 90; do., 7s, gold, 92; South Carolina 6s, new Jan. and July, 61 $\frac{1}{2}$ ; North Carolina 6s, Special Tax, 18 $\frac{1}{2}$ ; do., Fund Act, 1868, 31 $\frac{1}{4}$ ; do., 1866, 37; Connecticut 6s, W. L., 101 $\frac{1}{2}$ ; Brooklyn 6s, Park Loan, 91; do., W. L., 94 $\frac{1}{4}$ ; Western Union Telegraph, 58 $\frac{1}{2}$ ; Brunswick City Land, 9 $\frac{1}{2}$ ; Maryland Coal, 32; American Coal, 43; Consol. Coal of Md., 39; Cumberland Coal and Iron, 35; Penn. Coal, 221; Spring Mt. Coal, 47; Adams Exp. Co., 74 $\frac{1}{4}$ ; Am. Mer. Union Exp., 48 $\frac{1}{2}$ ; U. S. Exp., 46 $\frac{1}{2}$ ; Wells-Fargo Exp., 42; Quicksilver pref., 19 $\frac{1}{2}$ ; Central Gold, 0.12; Grass Valley gold, 0.17; La Crosse gold, 0.11.

**Philadelphia.**—West Jersey 6s, 92; do., 7s, 100; Wilmington and Reading 7s, 90; Oil Creek and

Allegheny River R. R., 49; do. 7s, 84; Pennsylvania and New York Canal 7s, 94 $\frac{1}{4}$ ; Sunbury and Erie 7s, 100 $\frac{1}{2}$ ; Philadelphia and Reading 6s, 1880, 98; Connecting R. R., 6s, 85 $\frac{1}{4}$ ; Penn. State 6s, Inc. Plane, 106 $\frac{1}{2}$ ; do., coupon 6s, 103 $\frac{3}{4}$ ; Fifth and Sixth Streets R. R., 41; Fulton Coal, 5. The latest quotations are: City 6s, 101 $\frac{1}{2}$ @ 101 $\frac{1}{2}$ ; do. free of tax, 101 $\frac{3}{8}$ @101 $\frac{1}{2}$ ; State 6s, coupon, 103 $\frac{3}{4}$ @103 $\frac{3}{4}$ ; do. 6s, W. L., 104@—; do. 1st series, 103 $\frac{1}{2}$ @104 $\frac{1}{2}$ ; do. 2d series, 105 $\frac{3}{4}$ @ 106; do. 3d series, 103@108 $\frac{1}{2}$ ; Reading, 53 $\frac{1}{4}$ @53 $\frac{1}{4}$ ; do. 7s, 1893, 103@106; do. mort. 6s, 1880, 99@—; Camden and Amboy, 119@119 $\frac{1}{2}$ ; do. mort. 6s, 1889, 95 $\frac{1}{4}$ @96; do. 1883, 92 $\frac{1}{2}$ @93; do. 1889, 92 $\frac{1}{2}$ @93; Pennsylvania R. R., 62 $\frac{1}{2}$ @ 62 $\frac{3}{8}$ ; do. 1st mort., 102@102 $\frac{1}{4}$ ; do. 2d mort. 100 $\frac{1}{2}$ @101; do. Gen'l mort. coupon, 93 $\frac{1}{4}$ @—; do. reg., 92@93; Little Schuylkill R. R., 44@45; Morris Canal, 49@50; do. pref., 115@116; do. 6s, 85@95; do. scrip 7s, 77@—; Susquehanna Canal, 6@6; do., 6s, 49 $\frac{1}{4}$ @51; Schuylkill Nav., 8 $\frac{1}{4}$ @8 $\frac{1}{2}$ ; do. pref., 17@17 $\frac{1}{4}$ ; do. 6s, 1882, 75@76; El-mira and Williamsport pref., 40@42; do. 7s, 1873, 93@93 $\frac{1}{2}$ ; do. 6s, 60@—; Lehigh Coal and Navigation, 35 $\frac{1}{4}$ @36; do. 6s, 1884, 84@84 $\frac{1}{4}$ ; do. R. R. Loan, 92 $\frac{1}{2}$ @—; do. Gold Loan, 89@89 $\frac{1}{2}$ ; North Pennsylvania, 45 $\frac{1}{4}$ @46; do. 6s, 99@100; do., 7s, 96@97; do. Chattle 10s, 116@—; Philadelphia and Erie, 27 $\frac{1}{4}$ @27 $\frac{3}{8}$ ; do., 6s, 92@ 93; Minehill, 51 $\frac{1}{2}$ @52; Catawissa, 15@17; do. pref., 42 $\frac{1}{2}$ @44; Lehigh Valley, 60@60; do. 6s, 96@96 $\frac{1}{2}$ ; do. 7s, reg., 100@100; Fifth and Sixth streets, (horse,) 40@42; Second and Third, 57 $\frac{3}{8}$ @58; Thirteenth and Fifteenth, 23@24; Spruce and Pine, 26 $\frac{1}{2}$ @26 $\frac{1}{2}$ ; Green and Coates, 43@46; Chestnut and Walnut, 47@—; Hestonville, 19@—; Union, 52@—; Germantown, 30 @30 $\frac{1}{2}$ .

**Boston.**—Connecticut and Passumpsic Rivers R. R. pref., 91 $\frac{1}{4}$ ; 7s, 1876, 100; Ogdensburg and Lake Champlain R. R. 8s, 1878, 102; Phila., Wil. and Balt. 6s, 1876, reg., 95 $\frac{1}{4}$ ; Vt. and Mass. 6s, 1883, 93 $\frac{1}{4}$ ; Old Colony and Newport 7s, 1877, 103; Vermont Central and Vermont and Canada 8s, 1875@1889, 104 $\frac{1}{2}$ ; Cedar Rapids and Missouri 7s, 1891, 87; Rutland, 40; do. pref., 84; do. 7s, 1880, 88 $\frac{1}{4}$ ; Vermont Central 1st mort., 88; do. 2d mort., 44 $\frac{1}{2}$ ; Burlington and Missouri 8s, in Nebraska, 96 $\frac{1}{4}$ ; Kalamazoo, Allegan and Grand Rapids 8s, 1888, 94 $\frac{1}{2}$ ; Mansfield and Framingham 7s, 92 $\frac{1}{4}$ ; Chicago, Iowa and Nebraska 7s, 1880, 96; Cheshire R. R. 6s, 1880, 93 $\frac{3}{8}$ ; Missisquoi 7s, 84; Indianapolis and Cincinnati, 6 $\frac{3}{8}$ ; Portsmouth, Gt. Falls and Conway R. R., 111 $\frac{1}{2}$ ; Cincinnati, Sandusky and Cleveland, 23 $\frac{1}{2}$ ; do. 7s, 1890, 82; do. 1900, 77; Eastern (N. H.) R. R., 115; Summit Branch, 42 $\frac{3}{4}$ ; Norwich and Worcester, 113; Boston Water Power Co., 38 $\frac{1}{2}$ ; Cary Imp., 11 $\frac{1}{8}$ ; Maine 6s, 100 $\frac{1}{4}$ ; Rhode Island 6s, 1882, 100 $\frac{1}{4}$ ; New Hampshire 6s, 1875, 100 $\frac{1}{4}$ ; Cincinnati 7-30s, 1886, 105; Chicago 7s, 1895, 98 $\frac{1}{4}$ ; St. Louis 6s, 1873, 95 $\frac{1}{2}$ ; Boston 5s, 1877, gold, 97 $\frac{3}{4}$ ; do. 1882, 96 $\frac{3}{4}$ ; do. 6s, currency, 1880, 101 $\frac{1}{2}$ ; St. Paul 6s, 1898, 71 $\frac{3}{8}$ ; Bangor 6s, 1899, 89; Allouez Mining Co., 1 $\frac{1}{2}$ ; Hancock, 2; Petherick 35c.

**Baltimore.**—Western Maryland 2d mort. pref., 58 $\frac{1}{2}$ ; Northern Central 6s, gold, 1900, 91 $\frac{1}{2}$ ; Pittsburgh and Connellsville bonds, 92 $\frac{1}{2}$ ; Orange and Alexandria 2d mort. 6s, 77; Maryland State 6s, reg., 95 $\frac{1}{2}$ ; Virginia 6s, coupon, 69; do.



old, reg., 57½; do. 1867, 67¼; do. 1866, 70¾; do. 6s, new coupons, 70½; George's Creek Coal, 65. The latest quotations are: Pittsburg and Connells-ville 7s, 1898, 92@92¼; Baltimore and Ohio, 136@140; do. 6s, 1875, 94½@95; do. 1880, 94@94½; do. 1885, 92½@93; Northern Central, 39½@39¾; do. 6s, 1885, 92½@92¾; do. 1900, 87@87½; do. 6s, 1900, gold, 91¾@91¾; N. W. Va. 1st mort., 96½@98½; do. 2d mort., 96½@97½; do. 3d mort., 1885, 89@—; Marietta and Cincinnati 7s, 1892, 92¼@92¾; do. 2d mort., 84@84½; Central Ohio, 28@30; do. 1st mort., 84@85; Western Md. 1st mort. 6s, 1890, 76@78; do. guar. by Baltimore City, 90@96; do. 2d mort. guar., 92@95; do. 2d mort pref., 58@59; do. 6s, guar. by Washington Co., 83@85; Richmond and Danville bonds, 77@78; Orange and Alexandria 1st mort. 6s, 87½@87¾; do. 2d mort. 6s, 76½@77; do. 3d mort. 8s, 87½@88; do. 4th mort. 8s, 77@78; Orange, Alex. and Manassas 7s, 78@78½; Virginia and Tennessee 8s, 83@84½; do. 6s 1st mort., 82@—; do. 6s, 2d mort., 73½@73½; Baltimore 6s, 1875, 97¼@98; do. 1884, 94¾@95; do., 1886, 96@97½; do. 1890, 95½@95¾; do. 1893, —@95½; do., 1900, 94¾@95½; do. 5s, 1888-70, 80@81; Memphis City 6s, 55½@55½; Maryland Defense Loan, 1883, 103¾@104; City Passenger R. R., 19¾@20; George's Creek Coal, 65@66.

**ELIZABETHTOWN AND PADUCAH RAILROAD.**—The well known Bankers, Messrs. NORTON, SLAUGHTER & CO., of 41 Broad Street, Messrs. WM. ALEXANDER SMITH & CO., of 40 Wall Street, and Messrs. HALLGARTEN & CO., of No. 28 Broad Street, New York, recommend, after a thorough investigation into the affairs of the Company, THE EIGHT PER CENT. FIRST MORTGAGE BONDS OF THE ELIZABETHTOWN AND PADUCAH RAILROAD COMPANY of Kentucky, as a very safe and desirable investment. They are only authorized to offer a limited amount of these securities at 87½ and accrued interest. The Bonds offered are on the completed portion of the Road, which is now in successful operation.

**TEXAS PACIFIC RAILROAD COMPANY.**—Notice is hereby given, that, pursuant to the Act of Congress, entitled "An Act to Incorporate the Texas Pacific Railroad Company, and to aid in the Construction of its Road, and for other purposes," approved March 1, 1871, the persons named in the first section of said Act, who are by said Act constituted a Board of Commissioners, known as the Texas Pacific Railroad Commissioners, will meet at the Office of the Southern Transcontinental Railroad Company, on the north-east corner of Warren and West-sts., in the City of New York, on the 15th day of April, 1871, at 12 o'clock, noon, of that day, for the purpose of opening Books of Subscription to the Capital Stock of the said Texas Pacific Railroad Company, of receiving Subscriptions to said Stock, and electing a Treasurer in pursuance of the said Act.—Dated New York, March 27, 1871. J. C. Fremont, Marshall O. Roberts, Henry D. Cooke, John W. Forney, E. L. Fancher, Luther R. Marsh, Richard C. Parsons,

## NEW LOAN OF THE UNITED STATES.

## PROGRESS OF SUBSCRIPTIONS.

## PRIVILEGE STILL OPEN FOR \$200,000,000 FIVE PER CENTS.

The department has advised by telegraph that the subscriptions to the loan to Thursday, March 30, amount to \$50,600,000. The Secretary has also authorized the notice that the unconditional privilege of subscribing to the first-class of bonds, five per cents, to the extent of \$200,000,000 remains open until further advice.

The proposed loan comprises three classes of bonds, namely:

*First.* Bonds to the amount of five hundred millions of dollars, payable in coin, at the pleasure of the United States, after ten years from the date of their issue, and bearing interest payable quarterly in coin, at the rate of five per cent. per annum.

*Second.* Bonds to the amount of three hundred millions of dollars, payable in coin, at the pleasure of the United States, after fifteen years from the date of their issue, and bearing interest, payable quarterly in coin, at the rate of four and a half per cent. per annum.

*Third.* Bonds to the amount of seven hundred millions of dollars, payable in coin, at the pleasure of the United States, after thirty years from the date of their issue, and bearing interest, payable quarterly in coin, at the rate of four per cent. per annum.

Subscriptions to the loan will have preference in the following order, namely:

*First.* Subscriptions that may be first made for five per cent. bonds to the amount of two hundred millions of dollars; of which there will be reserved, for twenty days one half for subscribers in this country and one half for subscribers in foreign countries.

*Second.* Subscriptions for equal amounts of each class of bonds.

*Third.* Subscriptions for equal amounts of bonds bearing interest at the rate of four and a half per cent., and of bonds bearing interest at the rate of five per cent.

*Fourth.* Subscriptions for any five per cent. bonds that may not be subscribed for in the preceding classes.

When a subscription is made, the subscriber will be required to deposit two per cent. of the amount thereof in coin or currency of the United States, or in bonds of the class to be exchanged, to be accounted for by the Government when the new bonds are delivered; and payments may be made either in coin or in bonds of the United States known as Five-Twenty bonds, at their par value.

The coin received in payment will be applied to the redemption of Five-Twenty bonds, and the debt of the United States will not be increased by this loan.

The bonds will be registered or issued with coupons, as may be desired by subscribers. Registered bonds will be issued of the denominations of \$50, \$100, \$500, \$1,000, \$5,000 and \$10,000; and coupon bonds of each denomination except the last two. The interest will be payable in the United States at the office of the Treasurer, any Assistant Treasurer, or designated depository of the Government, quarterly, on the first days of

February, May, August and November, in each year.

The bonds of the several classes aforesaid, and the interest thereon, are exempt from the payment of all taxes or dues of the United States, as well as from taxation in any form by or under State, municipal or local authority.

After maturity, the bonds last issued will be first redeemed, by classes and numbers, as may be designated by the Secretary of the Treasury.

The bonds will be issued at the United States Treasury, but the agents for the negotiation of the loan in Europe are authorized to make arrangements with subscribers for the transmission of the bonds to the agents through whom subscriptions may be received.

Subscribers in the United States will receive the new bonds of the agents with whom the subscriptions are made.

In the United States the National Banks are authorized to receive subscriptions, and subscriptions may also be made at the office of the Treasurer of the United States, or of any Assistant Treasurer, or the designated depositories at Buffalo, N. Y.; Chicago, Ill.; Cincinnati, Ohio; Louisville, Ky.; Mobile, Ala., and Pittsburg, Pa.

HARVEY FISK.

A. S. HATCH.

OFFICE OF FISK & HATCH, BANKERS,  
No. 5 NASSAU STREET,  
NEW YORK, March 27, 1871.

THE FIRST MORTGAGE SIX PER CENT. GOLD BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY—of which about \$6,000,000 have already been marketed—are secured upon an East and West Trunk Line of Road, 427 miles in length, the greater part of which (227 miles) is in profitable operation, and the remainder rapidly building. When completed it will establish a short, economical and favorite route between tide water navigation and the chief railroad and river cities of the West.

Besides the immense volume of through traffic between the East and West which this Road can command by its superior advantages in distance, grades, fuel and unfailing navigable connections, this road must convey enormous quantities of the superior smelting, cannon and bituminous coals of the Kanawha Valley, and the iron ores of Virginia and West Virginia, which are in demand at both ends of the line.

The value of the property, the certainty of a large and profitable business, the established reputation and credit of the Company, and its able and honorable management, give to these securities an assurance of superior value and safety.

They may be had in *Coupon* or *Registered* form, and in denominations of

\$1,000, \$500, and \$100.

Price, 90 and accrued interest from Nov. 1.

We have prepared pamphlets showing the agricultural, mineral and manufacturing advantages of the adjacent territory, and the traffic facilities and financial prospects of the Road, which will be furnished on application.

FISK & HATCH, Financial Agents.

Surveys have been commenced by S. L. Minot, chief engineer, for the new railroad from Monument on the Cape Cod Railroad to Woods' Hole.

## Movements of Produce.

Receipts of certain articles of domestic produce at the port of New York for three months from January 1st—

	1870.	1871.
Ashes, bbls.....	2,229	1,827
Breadstuffs—		
Wheat flour, bbls.....	597,515	678,885
Cornmeal, bbls.....	101,608	66,576
Wheat, bush.....	820,591	651,242
Rye, bush.....	1,309	1,707
Oats, bush.....	555,941	482,008
Barley, bush.....	482,938	205,693
Peas, bush.....	28,923	8,587
Corn, bush.....	348,806	1,861,924
Cotton, bales.....	225,919	379,139
Naval Stores—		
Crude turp., bbls.....	2,956	1,680
Spirits turp., bbls.....	12,943	10,929
Rosin, bbls.....	165,102	120,032
Tar, bbls.....	24,929	4,866
Pitch, bbls.....	1,387	150
Provisions—		
Pork, bbls.....	54,397	99,903
Bee', pkgs.....	48,264	69,495
Cutmeats, pkgs.....	52,846	86,719
Butter, pkgs.....	116,866	117,833
Cheese, pkgs.....	52,207	72,854
Lard, tcs. and bbls.....	45,685	108,631
Do., kegs.....	7,717	5,880
Whiskey, bbls.....	58,196	43,311

Exports from New York to foreign ports of certain leading articles of domestic produce for three months from January 1st—

	1870.	1871.
Ashes, Pots, bbls.....	476	277
Do., Pearls, bbls.....	14	277
Beeswax, lbs.....	68,214	87,739
Breadstuffs—		
Wheat flour, bbls.....	350,394	496,925
Rye flour, bbls.....	829	959
Cornmeal, bbls.....	19,571	26,150
Wheat, bush.....	2,101,334	2,193,363
Rye, bush.....	6,709	.....
Oats, bush.....	5,718	12,804
Barley, bush.....	.....	15,995
Peas, bush.....	15,934	11,177
Corn, bush.....	86,453	791,396
Candles, bxs.....	8,247	13,007
Coal, tons.....	13,770	2,339
Cotton, bales.....	124,629	231,154
Hay, bales.....	11,442	5,904
Hops, bales.....	13,749	7,178
Naval Stores—		
Crude turp., bbls.....	800	8
Spirits turp., bbls.....	5,641	4,366
Rosin, bbls.....	187,910	91,804
Tar, bbls.....	3,923	1,061
Pitch, bbls.....	1,073	576
Oils—whale, galls.....	7,343	3,067
Do., sperm, galls.....	124,177	141,654
Do., lard, galls.....	7,975	12,051
Do., linseed, galls.....	1,624	2,459
Petroleum, galls.....	14,662,479	16,780,549
Provisions—		
Pork, bbls.....	21,349	49,446
Beef, bbls.....	5,447	23,269
Do., tcs.....	15,772	46,795
Cutmeats, lbs.....	15,172,973	28,732,445
Butter, lbs.....	320,356	1,128,672
Cheese, lbs.....	3,230,387	5,755,551
Lard, lbs.....	10,336,861	28,987,010
Rice, tcs.....	697	1
Do., bbls.....	2,661	2,110
Tallow, lbs.....	6,257,694	6,529,132
Tobacco, hhds.....	2,687	9,837
Tobacco, crude, pkgs.....	9,670	6,062
Do., manf., lbs.....	1,253,631	2,017,933
Whalebone, lbs.....	95,416	91,872

The President of the Milwaukee, Nashua and St. Joseph Railroad informs the *Marshall Times* that he has twenty miles of his road located and contracted, and is confident that the road will be built.

## Journal of Railroad Law.

RAILROAD COMPANIES—LIABILITY OF COMMON CARRIER FOR GOODS MIS-RENT—WHEN CHARGEABLE WITH KNOWLEDGE OF FACTS KNOWN TO SOME OF THE AGENTS.

The facts in the recent case of Congar and ano. vs. The Chicago and North Western Railway Company (24 Wis. 167) are as follows: viz. The plaintiffs shipped by defendant's road trees and other nursery stock from Whitewater, in this State, directed to "Juka, Iowa," the consignees being resident in a village of that name in Tama County, Iowa. At Chicago, the goods were shipped by defendant's agents by the Chicago, Burlington and Quincy Railroad Company, and at Quincy, were transferred to the Quincy and Missouri Railway, by which they were transported to Juka, in Keokuk County, Iowa. In consequence of this mistake, they are alleged to have become worthless, and this action was brought to recover damages.

The following is the able opinion of the court delivered by

DIXON, CH. J.—The decision of the court below, as shown by the written opinion of the learned Judge found in the printed case, turned upon the point that, for the purpose of charging the company with negligence in shipping the goods over the wrong road, notice to any of its agents was notice to the company. In other words the court held, that the knowledge of the agents residing in the State of Iowa, and transacting the business of the company there, of a place in that State named Juka, and that goods destined for that place were to be deposited at the nearest station on the line of the company's road, called Toledo, was the knowledge of the company, so as to make the company responsible for any injury resulting from the mistake of its agents residing and transacting its business at the City of Chicago, in the State of Illinois, in forwarding the goods from the latter place by another railroad, instead of over the company's own road, although such mistake occurred without any negligence whatever on the part of the agents making; but, after they had taken reasonable and proper care to ascertain the route by which the goods should be forwarded, and had forwarded them in accordance with the information so obtained. This, we think, was an erroneous application of the doctrine that notice to the agent is notice to the principal. Such notice to be binding upon the principal, must be notice to the agent when acting within the scope of his agency, and must relate to the business, or, as most of the authorities have it, the very business, in which he is engaged, by authority of his principal. It must be the knowledge of the agent coming to him while he is concerned for the principal, and in the course of the very transaction which is the subject of the suit, or so near before it that the agent must be presumed to recollect it. Story on Agency § 40, and 2 Kent's Com. 630, and note and cases cited. Notice, therefore, to the agents in Iowa, distant some two or three hundred miles from the City of Chicago, who had distinct duties to perform, and were not at all concerned in the business of forwarding the goods from Chicago, was not such notice as will bind the company in relation to that business, the same having been transacted by other agents, who had no such notice. This

seems very clear, when we consider the reason and ground upon which this doctrine of constructive notice rests. The principal is chargeable with the knowledge of his agent, because the agent is substituted in his place, and represents him in the particular transaction; and it would seem to be an obvious perversion of the doctrine, and to lead to most injurious results, if, in the same transaction, the principal were likewise to be charged with the knowledge of other agents, not engaged in it, and to whom he had delegated no authority with respect to it, but who were employed by him in other and wholly different departments of his business.

The complaint charges that the place called Juka, in Tama County, Iowa, to which the goods were intended to be sent, was known to the agents of the company residing and doing business along the line of its road in the State of Iowa, and that the station where such goods were to be deposited was Toledo. The answer alleges that the same place was unknown to the officers and agents of the company at Chicago; that they were informed that said Juka was situated in Keokuk County, in the State of Iowa and near the line of the Burlington and Missouri Railroad; that they examined a map of Iowa used by shippers, and kept in the office of defendant, for the purpose of ascertaining where said Juka was situated; and that said map represented said Juka as being in Keokuk County aforesaid. The answer further alleges that the goods were directed to "C. E. Cox, Juka, Iowa" without giving the name of the County, or other directions to indicate to what part of the State, or to what railroad station in the State, the same were consigned, or by what line of railroad the same were to be forwarded. It appears to this court, therefore, upon the pleadings, that no cause of action for negligence is stated against the company, but that if there was negligence on the part of any one, it was upon the part of the plaintiff in not having marked the goods with the name of the County or otherwise with that of the railway station or with the line of road by which they were to be sent. The demurrer to the answer should therefore have been overruled; and the order sustaining it must be reversed and the cause remanded for further proceedings according to law.

So ordered.

## Pittsburg, Ft. Wayne and Chicago Railroad.

At the annual meeting of the stockholders of this company in Pittsburg on the 15th ult., the following gentlemen were elected directors to serve in the place of those whose term of office had expired by law, viz: Hon. John Sherman, of Ohio; Kent Jarvis, of Ohio, and Thos. A. Scott, of Pennsylvania. The Annual Report of the President which was read by the Secretary, is as follows:

To the Stockholders and Bondholders of the P. Ft. W. and C. Ry. Co.:

Your Board of Directors, in submitting this their first report, after your road and property had been a full calendar year in the charge of the lessee is gratified at being able to give you the assurance of a satisfactory management of your property. The roadway, track and bridges are in good condition.

The bridge over the Beaver river (single track) has been completed, and the double track has been finished and brought into use to the summit of Beaver hill—a distance of thirty-seven miles.



from Pittsburg—making the whole length of the double track forty-three miles.

The rolling stock of all kinds has been kept in good repair, without, however, any increase in quantity. The new passenger coaches, built to replace those which were no longer serviceable, are of a better standard of excellence than we have heretofore had. Many of the station buildings, both passenger and freight, need repair, and some need rebuilding, and at other points buildings are required where none have ever been erected.

It is the expressed purpose of the lessee to do all that is now needed in the way of buildings, excepting at Chicago. The hope is still entertained that several of the railway companies whose roads terminate at Chicago will unite in erecting a passenger station for common use.

Within the year the lessee has obtained by lease the Erie and Pittsburgh railroad, from New Castle to Erie, which insures the traffic between Pittsburg and Erie to use a portion of your road.

The Massillon and Cleveland railroad, in which your company is a shareholder, has been completed and brought into use, being worked by the Cleveland, Mt. Vernon and Delaware railroad company.

The Grand Rapids and Indiana railroad has also been completed to Paris, two hundred miles north of Fort Wayne, during the year, and is equipped to a capacity to earn eight hundred thousand dollars this year. The road is worked by the organization which manages for the lessee the P. Ft. W. and C. railway, the whole being under the general supervision and control of J. N. McCullough, Esq. Economy in management and entire harmony between the main line and this important auxiliary is by this arrangement assured. The advantages to be derived by your road on the completion of the Grand Rapids and Indiana railroad, which were anticipated when you decided to promote the building of it, are already in part realized.

The lessee reports the result of the year's business as follows:

MAIN LINE.	
Gross earnings .....	\$7,782,623 13
Operating expenses .....	4,228,054 98
	<hr/>
	\$3,554,568 15
NEW CASTLE AND BEAVER VALLEY BRANCH.	
Gross earnings .....	\$251,038 32
Operating expenses .....	\$83,852 10
Paid stockholders of the N. C. & B. C. R.R. Co.'s. 100,415 33	
	<hr/>
	184,067 43
	<hr/>
	\$66,970 89
LAWRENCE BRANCH.	
Gross earnings .....	\$123,767 05
Operating expenses .....	\$60,280 45
Paid stockholders of the Lawrence Railway Co. 49,506 82	
	<hr/>
	109,787 27
	<hr/>
	\$13,979 78
SUMMARY OF EARNINGS.	
Main line .....	\$3,554,568 15
N. C. & B. V. R. R. ....	66,970 89
Lawrence R. R. ....	13,979 78
	<hr/>
	\$3,635,513 82
From which deduct—	
Rental, under the lease, including U. S. tax and divid'ds. \$2,530,102 27	
Amount expended on road in addition to the ordinary operat- ing expenses. ....	255,619 31
Less amount paid to the C. & P. R.R., un- der contract .....	38,332 90
	<hr/>
	2,824,554 48
Balance .....	<hr/>
	\$810,964 34

The income from the passenger and freight fell off \$189,480 48 last year, while a large diminution in the cost of working the road made the result more favorable to the lessee than was the business of the previous year to your company. The increase of local tonnage for the year was 85,074 tons, while the foreign tonnage decreased 4,800 tons. The number of local passengers increased 147,954, while the number of foreign passengers decreased 16,016. The two facts explain in part the falling off of the gross income, and confirm the statement in our last report, that the lessee had diminished the through business on your road by causing the whole of the west and southwest business to be thrown over their lines passing through Columbus, Ohio. The lessee being the owner of the profits of traffic by both lines, it is perhaps a wise economy to thus manage the traffic within reasonable limits.

The closing up of the business of this company since its organization to the date of the lease of its railway and property, involves much more time than was anticipated by our board at the date of the lease. All the nonlitigated business has been practically closed, but that in litigation has been but slightly diminished during the year, owing to the law's delay and the instituting of new suits, some of them touching the relations of this company to the old corporation.

The number of suits now pending in the counties in which the road lies in the four several States in which this corporation has legal existence, is eighty-five, involving, by the declaration of the parties, over \$150,000 in money. In not a single case does this company acknowledge any liability; but that the company may yet be required to pay large sums of money is possible; and indeed it is quite improbable that the company can escape adverse judgments in all the numerous suits pending.

The payments to this date have been very largely in excess of what was anticipated at the time the lease was executed. In taxes alone—Federal, State and municipal—it has amounted to about \$200,000, arising partly from a misapprehension as to the property as to the date of the lease, and partly from taxes demanded by the Federal government and the State of Pennsylvania that were believed to have been adjusted and settled. The assets, at their par value, now in the hands to meet the obligations which may arise under the obligations just stated, is about \$500,000.

In view of the manifest uncertainty of the extent of the demands which may be enforced against the company, and the inability of your board to do more than to resort to the extent of the law, it is believed to be the duty of the board for the present to make no distribution of assets to the stockholders. Even were there no known unadjusted and undischarged obligation of the company, your board are of the opinion that there ought to be reserved for some years at least \$100,000 as a contingent fund, to meet any unexpected liability that might arise, and thus avoid a contingency of infringing on the dividend fund.

Respectfully submitted,  
GEORGE W. CASE,  
President.

PITTSBURG, March 15, 1871.

The Newburyport city railway, running from a point near the junction of the Boston and Maine and Eastern roads, across the city around to the wharver, has been leased to the Eastern road for twenty years, at six thousand dollars per annum. The road will be in operation in July next.

It is expected to complete the St. Paul and Sioux City Railroad through from St. James, the present terminus, to Sioux City, by July, 1872. Thirty miles at the Sioux City end will be graded this season.

## UNION PACIFIC LAND GRANT BONDS

OFFICE OF MORTON, BLISS & Co., BANKERS,  
New York, March 20, 1871.

The undersigned offer for sale the balance of the Land-Grant Bonds of the Union Pacific Railroad Company. The road has been in operation about twenty months. It is complete in all respects, and its earnings have averaged \$8,000,000 per annum. These bonds bear seven per cent. interest, coupons payable April and October. The following summary of the financial condition of the Company is from the address of Col. Thomas A. Scott to the stockholders, upon his accepting the Presidency, at the annual meeting in Boston, March 8:

LAND DEPARTMENT.—Bonds, seven per cent. currency, \$10,400,000.

Land Sales, 292,900 acres; proceeds, \$1,306,566; average price per acre, \$4 46.

On account of these sales the Company has received and redeemed land grant bonds to the extent of..... \$736,000  
For the remainder the Company holds land notes maturing in one, two and three years, with accruing interest... 576,650

Total.....\$1,312,650

The condition of the Land Department may, therefore, be stated thus:

Bonds.....\$10,400,000

Principal reduced by bonds redeemed.. \$736,000

Land notes on hand..... 576,650

Showing an absolute reduction of.. \$1,312,650  
The Company is entitled, under the grants from Government, after deducting total lands preempted before passage of the act, to... 12,080,000 acres.  
From which deduct amount heretofore sold ..... 292,883 acres.

Leaving on hand as an asset... 11,787,117 acres.

—which, at an average value of two dollars per acre, being twenty per cent. below the minimum Government price for adjoining lands owned by it, should yield the gross sum of \$23,574,234. So much thereof as may be required to be applied to the payment or redemption of the land grant bonds, and the balance to go into the Treasury. The average land sales amount to about \$75,000 per month:

From present indications it would seem reasonable to estimate the gross receipts of the coming year at a minimum of.....\$9,000,000  
With a cost of maintaining and operating the line on this increased earning of not exceeding, say..... 4,500,000

Leaving as net receipts to be applied to interest and dividend, exclusive of the operations of the Land Department of \$4,500,000

The operations of the line for the first twenty months of its existence as a completed road show net earnings sufficient to meet the interest upon its entire bonded debt.

This result cannot but be deemed, by all practically versed in the history of new railway lines, as indicating a successful future. The yearly increase of traffic, costing but little additional to transport and therefore yielding a large percentage of net revenue, must soon give a value to your property not readily appreciated at present.  
MORTON, BLISS & CO., No. 80 Broad-st.

## Commerce of New York.

The foreign imports at New York for the month of February, 1870 and 1871, are officially stated as follows:

	1870.	1871.
Entered for consumpt'n.	\$13,739,351	\$16,995,041
Do. for warehousing....	9,334,667	13,046,484
Free goods.....	757,538	2,951,198
Specie and bullion.....	1,536,442	2,498,601

Total entered at port...	\$25,367,998	\$35,491,324
Withdrawn fr. wareh'ise	9,981,615	9,685,252

The foreign imports at New York for the two months ending February 28, were:

	1870.	1871.
Entered for consumpt'n.	\$25,710,122	\$31,164,597
Do. for warehousing....	19,457,144	24,104,602
Free goods.....	1,865,809	6,306,900
Specie and bullion.....	3,060,298	2,707,287

Total entered at port...	\$50,093,373	\$64,283,386
Withdrawn fr. wareh'ise	18,665,853	22,691,516

The foreign imports from New York for eight months ending February 28, were:

	1870.	1871.
6 mos. ending Jan. 1.	\$134,708,154	\$156,339,208
In January.....	24,725,375	28,792,062
In February.....	25,367,998	35,491,324

Total for eight mos...	\$184,801,527	\$220,622,594
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The revenue from customs at New York for eight months ending February 28, were:

	1870.	1871.
6 mos. ending Jan. 1.	\$61,552,308 75	\$67,729,184 75
In January.....	9,840,502 99	12,010,020 67
In February.....	11,750,424 06	12,258,147 69

Total eight months.	\$83,143,235 80	\$91,997,353 11
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The exports from New York to foreign ports in the month of February, were:

	1870.	1871.
Domestic produce.....	\$11,180,695	\$18,259,723
Foreign free goods.....	46,162	29,805
Do. dutiable.....	713,289	450,214
Specie and bullion.....	2,194,256	4,022,066

Total exports.....	\$14,134,402	\$22,761,808
Do. exclusive of specie.	11,940,146	18,739,742

The exports from New York to foreign ports for eight months ending February 28, were:

	1870.	1871.
Domestic produce.....	\$23,013,846	\$36,630,481
Foreign free goods.....	109,785	73,217
Do. dutiable.....	1,709,681	873,920
Specie and bullion.....	4,877,648	6,171,277

Total exports.....	\$29,710,960	\$43,748,895
Do. exclusive of specie.	24,833,312	37,577,618

The exports (exclusive of specie) from New York to foreign ports for eight months ending with February 28, were:

	1870.	1871.
Six mos. ending Jan. 1.	\$109,954,573	\$107,654,919
In January.....	12,893,166	18,887,876
In February.....	11,940,146	18,739,742

Total produce.....	\$134,787,885	\$145,232,537
Add specie.....	21,534,203	47,522,152

Total exports.....	\$156,322,088	\$192,754,689
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At the annual meeting of the stockholders of the Chicago and Alton Railroad Company at Chicago, on the 3d inst., T. B. Blackstone and John B. Drake, of Chicago, and D. Willis James, of New York, were unanimously elected directors for the ensuing three years.

Peter Berkey has been elected President of the St. Paul, Stillwater and Taylor's Falls Railroad Company.

## Southern Pacific Railroad.

On the 1st of November, 1870, a trust mortgage was made between the Southern Pacific Railroad Company and D. O. Mills of San Francisco, and P. C. Calhoun, of New York. The document states that the company desires to complete the construction and equipment of its railroad running from San Francisco through the counties of San Mateo, Santa Clara, Monterey, Fresno, Tulare, Kern, San Bernardino and San Diego, to some point on the Colorado river, in the southeastern part of California, a distance of about seven hundred and twenty miles, and to that end is about to issue its first mortgage bonds upon the road, its rolling stock, fixtures and franchises.

At a meeting of the Board of Directors of the company, October 12th, a resolution was passed directing the issuance of the first mortgage bonds upon the railroad to the number of 41,000, 23,000 of which to be for the sum of \$1,000 each, 8,000 for the sum of \$500 each and 10,000 for the sum of \$100 each, all bearing date on the first day of November, 1870, payable on the first day of October, 1901, bearing interest at the rate of six per cent. per annum from the first day of April, 1871, payable semi-annually on the first day of October following, and on the first day of April and October in each year thereafter, both principal and interest payable in United States gold coin, in the City of New York. The Board also directed the form and manner of drawing up the bonds. The bonds amount, in the aggregate, to \$28,000,000.

If default shall be made in the payment of sums of money specified in the bonds, or in payment of the interest coupons, or of either of them, or any part thereof, and if the same shall remain unpaid for six months from and after the time when the same should have been paid according to the terms of the bonds, then the parties of the second part, may, upon request of the holders of not less than 500 of the bonds on which the interest or principal shall be in default, take possession of a part or the whole of the premises and property of the company, and operate the railroad and receive the income, receipts, profits, &c., out of the pay. The mortgage is signed by C. Crocker, President of the Southern Pacific Railroad Company, and J. L. Willcutt, Secretary of the company. It has been filed in all the counties through which the road will pass. The date of the record in San Francisco is March 15th.—*San Francisco Bulletin*, March 29.

The New England and Oswego Railroad, reaching from Oswego to the State line at Hampton, Washington county, was organized at Glens Falls, N. Y., on the 29th ult., by the election of the following gentlemen as directors: Gilbert Mollison and A. S. Page, of Oswego; C. H. Cross, of Pulaski; R. T. Hough, of West Lyden; J. A. Cowles, of Osceola; W. R. Tanner, of Boonville; A. Sherman, W. McMahon, D. McGregor, S. Brown and E. H. Rosekrans, of Glens Falls; Z. Van Dusen, of Queensbury; and T. McOmber, of Dey. The road which this company propose to construct is a connecting link in the Portland, Ogdensburg and Chicago Railroad.

The Frederick (Md.) Union says that the people of Middletown and its vicinity are still industriously at work, and succeeding beyond their most sanguine expectations, in raising subscriptions for the construction of a railroad between Middletown and Frederick. The estimated cost of this work is about \$150,000.

The Pittsburgh Chronicle says the Directors of the Pittsburgh, Virginia and Charleston Railroad Company at a private meeting on the 1st inst., determined to call in the first assessment, to put a part of the line under contract and urge the work forward.

## South and North Alabama Railroad.

The following is a copy of an act passed by Congress entitled "An Act to renew certain grants of land to the State of Alabama."

Be it enacted, etc., That the grant of lands made to the State of Alabama by the act of Congress approved June three, eighteen hundred and fifty-six, entitled "An Act granting public lands, in alternate sections, to the State of Alabama, to aid in the construction of certain railroads in said State," to assist in the building of a railroad from the City of Montgomery, Alabama, to some point on the Alabama and Tennessee State line, in the direction of Nashville, is hereby revived and renewed for the use and benefit of the South and North Alabama Railroad Company, subject to all the conditions and restrictions contained in the act referred to, and subject to the further limitation, that if the said railroad is not completed within three years from the passage of this act no further sale shall be made for the benefit of said road, and the lands unsold shall revert to the United States: *Provided*, That the lands granted by the act hereby revived, except mineral lands, shall be sold to actual settlers only, in quantities not greater than one quarter section to any one purchaser, and for a price not exceeding two dollars and fifty cents per acre.

Section 2. That the right, power, and authority is hereby given to the company building the aforesaid railroad to take from the public lands, adjacent to the lines of said railroad, earth, stone, and other materials for the construction thereof; and the right of way is hereby granted to the extent of one hundred feet in width on each side of said railroad where it may pass over the public lands, including all necessary grounds for stations and structures connected therewith, not exceeding forty acres at any one station.

Approved March 8, 1871.

The Boston Journal say it is proposed to commence the work of building the Massachusetts Central Railroad the present Spring, a contract having already been made. It will extend from Northampton to the Stony Brook Station on the Fitchburg Railroad, and will pass through a large number of towns which now enjoy only partial railroad facilities.

A letter received from Bridgeport, Bedford county, Pa., on the line of the Pittsburg and Connellsville Railroad, states that bridges Nos. 1 and 2 have been swung, and that Mr. Bollman and his men are now working on bridge No. 3. The officers of the road contemplate opening the line about the 15th of April. The workmen and track layers are now within ten miles of each other.

A surveying party from Utica have been looking over the route from Carthage to Philadelphia. The old route, which was run some twenty years ago, and which is nearly all graded as far as Sterlingville, will probably be followed with few exceptions. The line from Sterlingville to Philadelphia is very easy, with but slight excavations or filling. The distance is 12¼ miles.

The receipts of the Grand Trunk Railway Company of Canada were increased \$150,000 in the five weeks ending March 11, principally from a rise on rates. The line has been improved by steel rails, which are now very popular. The English houses have orders for a year ahead at £11 10s to £12 a ton.

Extensive railroad improvements are being made in New Zealand. The New Zealand Government proposes to send its mails to England via San Francisco and New York, over the Pacific Railroad.



**Steel Rails.**

We hear that every steel rail manufactory in the country is now full with orders for the next two years, and that the price of the best Bessemer steel rail is some £12 per ton.

The difficulty now appears to be not to pay for steel rails but to get them. This great demand for them arises from the marked economy in their use. Considerable savings are being made by our railway companies in the maintenance charges, due to steel rails. Thus experience has already supported theory as to the great advantage of steel rails.—*Heraopath.*

Messrs. Woods, Harris & Mead, the contractors, have begun work on the Essex (Mass.) Branch Railroad. The road is five miles long, and joins the Eastern Railroad at Wenham station. The town of Essex subscribes to the stock to the amount of \$50,000. The road is to be completed, ready for trains, by November, 1871.

The St. Cloud Journal says that work will be commenced in the spring on the branch line of the Northern Pacific Railroad, running from that city north-westerly to Otter Tail City. Also, that the branch on the east side of the river will be extended to Crow Wing, and thence to the crossing of the main line at Brainard.

**To Contractors.**

PROPOSALS will be received at the Engineer's Office, Keyport, N. J., until noon on MONDAY, April 17, 1871, for the building of the Monmouth County Agricultural Railroad, length about 14 miles.

Proposals will be received for the whole work of grading, masonry, bridging, docking, and furnishing and laying ties and rails, for the whole distance or for sections.

Proposals will also be received for grading, masonry, bridging, docking, and furnishing and laying ties and rails separately.

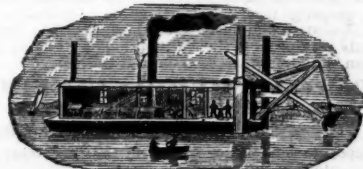
Plans and profiles can be seen at the Engineer's Office, Keyport, N. J., on and after March 27, 1871.

The right is reserved to reject all bids not deemed advantageous to the Company. Address all communications to

A. WALLING, Jr., Chief Engineer.  
Keyport, N. J., March 16, 1871.

**To Contractors.**

PROPOSALS will be received at the Engineer's Office of the Delhi and Middletown Railroad Company, Delhi, N. Y., until April 25, 1871, for the grading and masonry of this Road. The Road consists of 31 one-mile sections, extending from Margaretville to Delhi, in Delaware Co. Maps and profiles on exhibition at this Office. Estimates, specifications, and other information will be furnished on application to J. P. GOULD, Chief Engineer, Delhi, N. Y.



**TO CONTRACTORS.**—Superior Steam Dredges, Steam Hoisting Derricks, Upland Excavators, Stationary and Marine Engines, and all kinds of Machinery made to order by the POUND MANUFACTURING CO., Lockport, N. Y.

**RAILROAD BONDS.**—Whether you wish to buy or sell, write to CHARLES W. HASSLER, 24 Broad Street, New York.

THOMAS D. STETSON, Solicitor of American and Foreign Patents, and Professional Expert in Patent Cases. No. Tryon Row, New York.



## I. A. WILLIAMS' UTICA HEAD LIGHT WORKS,

UTICA, NEW YORK.

Established 1851.

### Williams' New Patent Coal Oil Head Light,

WITH BRAZED SAFETY BURNER,

Which will not take fire or explode, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured, and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

## THE WHARTON Safety Railroad Switch.

**BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.**

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

Address,

ABRAHAM BARKER, Pres't,  
Or WM. WHARTON, Jr., Sup't,  
Of the Wharton R.R. Switch Co.  
28 South 3d St., Philada., Pa.  
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## AMERICAN AND FOREIGN STEEL & IRON RAILS.

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AGENTS for the UNITED STATES OF MAW & CO.'S (London) Encaustic Tiles, Geometrical and Pictorial MOSAIC and Plain Tile Pavement and Majolica and Enamelled Wall Tiles for Entrance Halls, Corridors, Conservatories, Churches, Cemeteries, Chapels, Balconies, Fireplaces, Linings, Hearths, Exterior and Interior Wall Panels, Tablets, String Courses.

## NOTICE To Contractors and Bridge Builders.

DEPARTMENT OF SURVEYS,  
224 S. Fifth St., Philadelphia.

SEALED PROPOSALS will be received at the Department of Surveys until 3 o'clock P. M. April 15, 1871, for the CONSTRUCTION OF A BRIDGE over the river Schuylkill, on the site of the Suspension Bridge at Fairmount, and its approaches, to extend from Twenty-fifth and Spring Garden streets, in the Fifteenth ward, to Thirty-second and Bridge streets, in the Twenty-fourth ward, a length of about 2,730 feet.

Proposals will be received for the Bridge superstructure over the river, including all materials, workmanship and erecting ready for use. It will be 340 feet span, of wrought iron, and also two trusses for Thirtieth street, 80 feet span, of wrought iron. Detail plans of these bridges, conforming to specifications, to accompany proposals.

Proposals for all the iron work on approaches will be accepted separately, to be erected complete for use, as per plans and specifications.

And separate proposals for the graduation and masonry, to include curbing and paving, as per specifications and plans.

Each bid must be made upon blanks prepared, otherwise they will not be accepted, and every bidder must submit the names of two persons of undoubted responsibility, who will be bound with them as security for the faithful completion of contract. The city reserves the privilege of rejecting any and all bids that may not be satisfactory.

Payments will be made monthly in bonds of the city of Philadelphia, or in cash, at the discretion of the Mayor.

Each bid must be accompanied by a certificate from the Law Department that a proper bond, for the sum of five hundred (\$500) dollars, has been filed there, in accordance with the ordinance approved May 25, 1860.

The contractor or contractors, in making their proposals, shall do so with the understanding that if their proposal shall be accepted, that every dispute or difference which may arise incident thereto shall be decided by the Chief Engineer and Surveyor, from whose decision there shall be no appeal.

All bidders are invited to be present at the opening of proposals offered on said day, at 3½ o'clock. Plans may be seen and examined at the Department of Surveys, where specifications and blank proposals may be obtained on and after the 16th inst.

STRICKLAND KNEASS,  
Chief Engineer and Surveyor.

## RAILROAD IRON.

1,000 tons LLYNVI VALE

1,000 " BAILEY BROB.

50 LBS. ERIE PATTERN. Now in yard and for sale

by

DANAS & LITCHFIELD,

49th St. 18 William street.



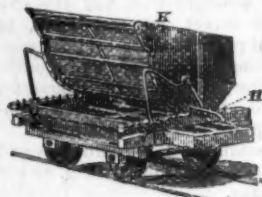
**FISHER'S PATENT**  
Wrought Iron  
**RAIL JOINTS,**  
MADE BY  
**FISHER & NORRIS,**  
**TRENTON, N. J.**

The Superiority of these Joints has been proved by eight years' use on different Roads.

**DANAS & LITCHFIELD,**  
No. 18 William Street, New-York,  
**RAILROAD IRON,**

of best AMERICAN, ENGLISH and WELSH make, of ORDINARY or SUPERIOR QUALITY, and of any size, weight and pattern, from WORKS, YARD or EUROPEAN Shipping port, or delivered at ports in the United States or Canadas.

Bessemer and Puddled Steel Rails, Chairs, Spikes, &c.  
**CAMP'S IMPROVED DUMPING CAR.**



RIGHTS FOR SALE BY

**A. W. RHOADS & CO.,**

Wilkes-Barre, Pa.

A. W. RHOADS.

N. H. CAMP.

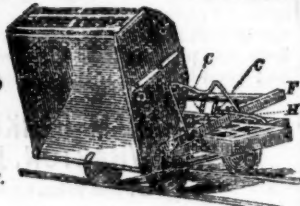


Fig. No. 1, Car Loaded & at Rest.

TO DUMP THE CAR.

Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to its place, where it is held by the catches, C and C.

Address, **A. W. RHOADS & CO., Wilkes-Barre, Pa. Lock Box 131.**

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**RAILROAD IRON.**

THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh Rails, and of any required weight and pattern.  
**PERKINS, LIVINGSTON & POST,**  
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NEW YORK.

**MILLIKEN & BOLLER,**

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SOLE AGENTS FOR

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**WROUGHT IRON COLUMNS,**

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Bridge Irons Generally.

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LINE TO  
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VIA PANAMA,

CARRYING MAILS, PASSENGERS AND FREIGHT TO

KINGSTON, JAMAICA, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

April 15, steamer OCEAN QUEEN, CAPT. A. G. GRAY, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, touching at Kingston, Jamaica, and connecting at Panama with steamer COLORADO, Capt. Parker, touching at Punta Arenas, San Jose, Guatemala, Acapulco, Manzanillo and San Diego, Cal., and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of 13th April.

Steamer AMERICA will leave San Francisco May 1, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

**EDWARD W. SERRELL,**  
**CIVIL ENGINEER,**

78 & 80 BROADWAY,

NEW YORK CITY.

**Railroads, Bridges, Explorations.**

Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

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**FOR SALE,**  
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The well-known NORTH RIVER OR DURBIN ROLLING MILL, situated at Prospect and North 5th St., Jersey City, New Jersey. The Real Estate consists of sixteen city lots, 25x100 feet each, with two large Dwelling Houses, well built and in good order. Also a large building occupying two lots, suitable for a Machine Shop or other purposes, a Stable, &c.

The Rolling Mill was built for the manufacture of Locomotive and other descriptions of Boiler Tank and Plate Irons, contains a heavy Roll Train, Engines, Furnaces, Machinery, &c. to suit, in good order. It can be seen running, and has been successfully run from its establishment in 1855. Situated near the Hudson River, a short and nearly equal distance from all the New Jersey Railroad Depots and Ferries, the Erie Depots and Ferries and the Hoboken or Delaware & Lackawanna Depots and Ferries, from its proximity to the New York Market, the large Locomotive and Railroad Shops of the City and Paterson, the facilities for forwarding to all points by water or railroad, it cannot be surpassed.

The Real Estate is rapidly increasing in value the vast R. R. Interests and dock improvements mentioned having taken up almost the entire River front and space below the mill property from the Cortland St. to Hoboken ferries. The reputation and business established. The Proprietor intends retiring from the business, and for further particulars can be addressed or seen daily at the

**Office, 140 HUDSON STREET,**  
**Jersey City N. J.,**

In the First National Bank Building.

Propositions for Lease or Selling the Machinery for removal entertained.

Map can be seen and General Information may be obtained also of Wm. H. WALLACE & Co., Corner of Liberty and Washington Streets, N. Y. City Agents; and R. R. CHESMAN, Supt. Central Iron Works, Harrisburgh, Pa. (formerly a Proprietor.)

**RAILROAD IRON.**

THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

**M. K. JESUP & COMPANY,**  
19 Pine St., New York,